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MITSUI BUSSAN KAISHA, LTD.

# The China Mail

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TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/6 8/16.

No. 27,407 HONG KONG, SATURDAY, FEBRUARY 8, 1930.

PRICE \$3.00 Per Month.

## STAR FERRY CO. REPORT

EARNINGS FOR YEAR TOTAL  
\$447,600

### DIVIDEND AND BONUS

The report of the Directors of the Star Ferries Company, Limited, for presentation to shareholders at the 32nd ordinary yearly meeting to be held at the office of Messrs. Jardine, Matheson & Co., Ltd., on Friday, February 14, at 11 a.m., states:—

The Directors have the pleasure to submit to shareholders their report, with a statement of accounts, for the twelve months ended December 31, 1929.

The net earnings of the boats, after paying all working expenses, amount to \$447,649.75.

The amount at credit of Profit and Loss Account, after transferring \$59,000 to Reserve Fund, \$40,000 to Contingency Account, paying for repairs, allowing for Directors' and auditor's fees, and depreciation, including \$40,000, is \$554,487.03 which, with the approval of shareholders, it is proposed to appropriate as follows:—

To pay a Dividend of  
\$2 per share ..... \$160,000.00  
To pay a Bonus of \$2 per share ..... 160,000.00  
To carry forward ..... 34,487.03

\$554,487.03

Directors  
During the year, Mr. A. S. Gubbay joined the Board but subsequently resigned, and Mr. H. H. H. Priestley was invited to take his place.

Mr. T. G. Wall and Mr. C. Gordon Mackie also resigned during the year; and Mr. J. P. Warren and Mr. M. T. Johnson filled the vacancies. Since the end of the year, Mr. Johnson resigned and Mr. Mackie rejoined on his return to the Colony.

Mr. A. H. Compton retires according to the Articles of Association, but being eligible, offers himself for re-election.

### Auditor

The accounts have been audited by Mr. C. Bernard Brown, A.C.A., who offers himself for re-election.

### NO NEGLIGENCE

After examining the lever on the railway engine at the Hung-hom shed, Mr. T. S. Whyte-Smith and the Coroner's jury yesterday resumed the inquiry into the death of a Chinese oiler who was killed by being crushed between the engine and a carriage.

On completion of evidence, the jury, without retiring, returned a verdict of death by misadventure, and intimated that they found there was no negligence in the case.

### ABERDEEN WATER SUPPLY

The Government is inviting tenders for the Aberdeen Valley Scheme, Pipe Line Transport, Trench Cutting and Tunnel Contract.

The works consist of cutting trenches for 18 inch diameter and 21 inch diameter steel pipes, stringing the necessary pipes alongside, and the construction of a short concrete-lined open cut and tunnel conduit through Sandy Bay Gap.

### IN BANKRUPTCY

The following is extracted from the Government Gazette:

Re S. L. Kwok, and Company and Kwok Sze-loi, Kwan Yiu-suen, and Tsui Keng-poh, partners, therein of No. 5, Des Voeux Road Central (5th floor).

The above-named S. L. Kwok and Company and Kwok Sze-loi, Kwan Yiu-suen and Tsui Keng-poh partners therein were adjudicated bankrupt on January 27, 1930.

### MERCHANT SHIPPING

The following notice, taken from the London Gazette of December 20, is published for general information in the Government Gazette:—

In pursuance of the powers given under section 22 sub-section 5 of "The Merchant Shipping (Convention) Act, 1914," His Majesty by and with the advice of His Privy Council, doth order that the provisions of the Merchant Shipping (Convention) Act, 1914, shall be suspended from operation until January 1, 1930.

## CANTON STEAMER ON FIRE

### ABLAZE WHILST IN DOCK FOR OVERHAUL

#### SMALL DAMAGE DONE

A fire which at first threatened to do serious damage broke out on board the Canton boat Fatshan early this morning. The vessel was in the Taikoo Dock for her annual overhaul, and the origin of the outbreak is not known.

A call was sent to the Central Fire Station at 3:40 a.m. and in response three appliances and a fire-float were despatched to the scene.

On arrival it was found that the forecastle of the Fatshan was ablaze.

The fire-float at once played two hoses on the flame, and, assisted by the appliances on shore, the fire was eventually subdued at 4:23 a.m.

Only small damage was done.

### NOTE ISSUES

#### Official Monthly Returns

#### TOTAL OF \$89 MILLIONS

The returns of the average amount of banknotes in circulation and of specie in reserve in Hong Kong, during the month ended January 31, 1930, as certified by the Managers of the respective Banks is as follows:—

Bank	Average Amount	Specie In Reserve
Chartered Bank of India and China	\$19,797,342	\$ 7,800,000
Hong Kong and Shanghai Banking Corporation	67,870,087	45,500,000
Mercantile Bank of India, Ltd.	2,170,252	800,000

Total ..... \$89,837,631 \$ 54,100,000

In addition Sterling Securities are deposited with the Crown Agents valued at £1,275,500.

In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,918,700.

In addition Securities deposited with the Crown Agents valued at \$180,000.

The following statement of the securities lodged with the Crown Agents by the Mercantile Bank of India, Limited, against their notes in circulation, is published for general information under Section 6 of the Mercantile Bank Note Issue Ordinance, 1911, (Ordinance No. 66 of 1911):—

Amount	Latest market price
5½% Treasury Bonds repayable @ 100 in 1930	£180,000 99½—100

Amount ..... £180,000 99½—100







FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR  
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Taking cargo on through Bills of Lading to Flume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports. Taking Passengers to London Overland via Brindisi, Venice or Trieste

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe	
S.S. "DUCHESSA D'AOSTA"		Feb. 22	
M.V. "ESQUILINO"	Feb. 4	Mar. 4	
M.V. "COL DI LANA"	Feb. 18	Mar. 26	

\* Cargo steamers only.  
All dates are subject to alteration without notice.  
For Freight and Passages apply to:  
Queen's Building, DODWELL & CO., LTD.,  
Tel. C. 1030. Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING  
FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
SHINYO MARU ..... Wednesday, 19th February.  
ASAMA MARU ..... Thursday, 27th February.  
SEATTLE, VICTORIA via Shanghai & Japan Ports.  
SIBERIA MARU ..... Wednesday, 12th February.  
SHIZUOKA MARU ..... Friday, 28th February.  
LONDON, MARSEILLE, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.  
HAKUSAN MARU ..... Saturday, 8th February.  
KITANO MARU ..... Saturday, 22nd February.  
SYDNEY & MELBOURNE via Manila & Ports.  
KAGA MARU ..... Wednesday, 19th February.  
TANGO MARU ..... Wednesday, 26th March.  
BOMHAY via Singapore, Penang, & Colombo.  
TAMBA MARU ..... Tuesday, 11th February.  
† TOKUSHIMA MARU ..... Friday, 28th February.  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,  
Mexico & Panama.  
RAKUYO MARU ..... Sunday, 2nd March.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.  
KAWACHI MARU ..... Saturday, 8th March.  
NEW YORK, BOSTON via Panama.  
† KUMA MARU ..... Thursday, 13th February.  
LIVERPOOL via Port Said, Constantinople, Genoa.  
† DELAGOA MARU ..... Monday, 24th February.  
CALCUTTA via Singapore, Penang & Rangoon.  
† CALCUTTA MARU ..... Saturday, 8th February.  
† MALACCA MARU ..... Saturday, 16th February.  
SHANGHAI, KOBE & YOKOHAMA.  
† MURORAN MARU (Chemulpo direct) Sunday, 9th February.  
† TSUSHIMA MARU ..... Tuesday, 11th February.  
KATORI MARU ..... Monday, 17th February.  
† Cargo only.  
Reduced 1st Class Excursion Fares quoted between Manila and Australia.  
For further information apply to—NIPPON YUSEN KAISHA  
Tel. Central No. 292, 3897 and 3821. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.  
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore  
Colombo, Suez and Port Said.  
ATLAS MARU ..... Monday, 10th February.  
AMAZON MARU ..... Saturday, 15th March.  
CIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore.  
Colombo, Durban & Cape Town.  
HAWAII MARU ..... Tuesday, 25th February.  
LAPLATA MARU ..... Friday, 21st March.  
BOMHAY—Via Singapore & Colombo.  
SHINNOH MARU ..... Wednesday, 10th February.  
† GANGES MARU ..... Thursday, 8th March.  
(Calls at Karachi.)  
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.  
PANAMA MARU ..... Saturday, 1st March.  
CALCUTTA—Via Singapore, Penang & Rangoon.  
KASADO MARU ..... Tuesday, 18th February.  
CELEBES MARU ..... Tuesday, 4th March.  
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from  
Shanghai.  
MELBOURNE—Via Manila, Brisbane & Sydney.  
SYDNEY MARU ..... Thursday, 6th March.  
HAIPHONG—Via Hanoi & Fakhol.  
MENADO MARU ..... Thursday, 20th February.  
NEW YORK—Via Japan ports, San Francisco & Panama.  
JAPAN PORTS.  
ALASKA MARU ..... Monday, 17th February.  
TACOMA MARU ..... Friday, 21st February.  
CELEBES MARU ..... Saturday, 8th February.  
KEELUNG—Via Swatow & Amoy.  
HOZAN MARU ..... Sunday, 9th February, noon.  
CANTON MARU ..... Sunday, 16th February, noon.  
TAKAO—Via SWATOW & AMOY.  
DELI MARU ..... Thursday, 13th February, 10 a.m.  
TAKAO & KEELUNG ..... Saturday, 8th February.  
BATAVIA MARU ..... For further particulars please apply to—OSAKA SHOSEN KAISHA.  
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

American Express  
Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.£10, G.£20, G.£50, G.£100, and  
£1 and £2 denominations, bound in a small  
hand wallet and can only be cashed thru

THE AMERICAN EXPRESS CO., INC.  
4 DES VILLENT ROAD, CENTRAL.

STEAM OR DIESEL?

Operating Costs of V.S. Tonnage

FULL PERFORMANCE

Improvements To Be Expected in Diesel Engines

COMMERCIAL SUCCESSES

Operating costs of diesel-driven and steam-driven cargo vessels of the Shipping Board were compared in a paper submitted by Captain R. D. Gatewood, former manager of the maintenance and repair division of the Merchant Fleet Corporation, at the annual meeting of the Society of Naval Architects and Marine Engineers in New York. The following is a resume of Captain Gatewood's paper, after which we give the contribution by Mr. J. H. King, of Messrs. Babcock and Wilcox, to the discussion which followed the paper. In explaining the basis of comparison, Captain Gatewood said:—

"A number of voyages are included of several vessels, with the different types of drive, all operated by the same company and in the same service, namely, either from North Atlantic ports to India and return, or from North Atlantic ports to Australia and return by way of the Philippines and the Suez Canal; and since, for the most part, the various voyages were made during the same period of time, it is reasonable to assume the vessels were all operating under generally similar cargo load conditions. The tabulations which are presented have been computed from the actual charges against each vessel in the accounts of the Shipping Board."

The comparisons, which covered ten direct-driven diesel ships, four oil-burning steamers with reciprocating engines, and three oil-burning steamers with double-reduction geared turbines, were summarised by Captain Gatewood as follows:—

Average Expenses Engine Dept.

Per Per speed  
day. mile. knots.

10 diesel vessels ... \$187.59 \$1.31 11.18

4 recip. vessels ... 255.18 1.84 9.94

3 turbine vessels ... 259.84 1.93 9.88

Average Cost Fuel Oil Per Barrel

Diesel vessels ..... \$1.52

Steam vessels ..... 1.47

Emphasis was laid upon the fact that on account of the method adopted by the accounting division of the Shipping Board, some of the voyages used for purposes of comparison carry a maintenance cost out of all proportion to the maintenance cost of other voyages. Another point made by Captain Gatewood was:—

"It should be fully appreciated that the steam-propelled vessels are equipped with boilers and machinery designed and built during the war period, and that no doubt much better fuel performance could be obtained with modern up-to-date machinery of this type, and possibly in some instances lower maintenance costs, and (but) it should also be realised that the diesel engines were the first of either their size or type to be built and installed in ocean-going vessels in this country, so that it is to be logically expected many improvements could be made in future engines of this class."

"Indeed, in the later engines of the diesel programme of the United States Shipping Board, which has just been completed, many improvements in design have been incorporated, and it is expected this will result in somewhat lower overall fuel consumption and much lower maintenance costs."

Engine Department Expenses

The engine department expenses of the several vessels were stated as follows:—

Motorship West Honaker, 8,006 tons d.w. equipped with McIntosh and Seymour four-cycle, single-acting 2,700 h.p. diesels, four voyages covering 107,264 miles; expenses per day, 166.81 dols.; expenses per mile, 1.38 dols.; average observed speed, 10.85 knots; maintenance repairs, 25,467 dols.

Motorship West Cusseta, 8,006 tons d.w. with McIntosh and Seymour four-cycle, single-acting 2,700 h.p. diesels, four voyages covering 84,829 miles. Expenses per day, 272.37 dols.; expenses per mile, 1.76 dols.; average observed speed, 9.92 knots. Maintenance repairs, 8,636 dols.

Case for Steam Engine

Captain Gatewood's conclusions were challenged by Mr. King, who asked for information about the high cost of maintenance repairs in the motorships:

"It would be very interesting if some information could be given in regard to the reasons for the very high cost of maintenance repairs. These diesel engine ships are relatively new ships, and even when compared with the old war-built steam tonnage, the cost of maintenance repairs seems much too high."

"For example, the average maintenance cost per ship of the ten diesel ships given in Captain Gatewood's paper is 20,281 dols.; the average maintenance cost per ship of the four reciprocating engine ships is 11,546 dols., and the average cost per ship of the three turbine driven ships is 18,816 dols."

"It certainly speaks well for the war-built steam vessels when, after a period of eight or nine years operation, the maintenance cost is little more than one-half to two-thirds the maintenance cost of diesel ships in service only one or two years."

Unfair Comparisons

"Captain Gatewood very properly states in his paper that all the average cost cover service from North Atlantic ports to India and return

and from North Atlantic ports to Australia and return. Of course, these conditions are the ones most favourable to the diesel engine and least favourable to the steam plant. Obviously, when a ship having a relatively high oil consumption is compared with one of a low oil consumption, the difference between the two is most marked on such long voyages as these."

"Furthermore, the operating conditions are far from favourable to the steam vessels, inasmuch as a long portion of the voyage is in the Mediterranean, Red Sea, and Indian Ocean, where the high temperature of the water makes it almost impossible to maintain good vacuum."

"It seems too bad that there are no comparisons of some voyages from our North Atlantic ports to Europe, and return for the two classes of vessels, or some comparisons of voyages on routes that would give the steamship at least an even chance to make a favourable showing on fuel costs."

"Captain Gatewood expresses the belief that many improvements may be expected in diesel engines of the type fitted in these ships, and while some improvements will undoubtedly be made, there is a question as to how far these improvements will go toward a reduction of maintenance and repair costs."

"If these had been the first marine diesel engine ever built there might be some ground for this feeling, but it must be remembered that these vessels went into service about thirty years after the diesel engine was proclaimed, in 1897, as a commercial success."

"If ships of the same design and tonnage develop the same power the speed should be equal in the ships noted in this paper the average deadweight tonnage per horsepower is greater with the steamships than with the diesel ships. The average deadweight tonnage per rated engine horse-power on the diesel ships is 2.98, whereas on the reciprocating steamships it is 3.45, and on the turbine ships 3.02. Thus, if for no other reason the diesel ships have an advantage in less deadweight tonnage."

All Costs Not Considered

"The tables give only the engine department expenses, whereas if an attempt is made to compare two types of ships certainly all the costs should be considered. Among such costs are the charge on the investment which in private operation is a very important item."

"These diesel ships had an average cost for conversion of about \$900,000 each. The usual charge against this investment is 15 per cent. to cover interest, depreciation, and insurance. Fifteen per cent. on \$900,000 is equal to \$370 per day, an added overhead cost that no private owner could possibly carry."

"There is also another charge which enters into the cost of operating ships which Captain Gatewood has not mentioned, and that is the cost of demurrage. If there were added diesel engine ships caused by delays for repairs during their first few years of operation, the cost per day would, I believe, be further increased."

"It would be absolutely misleading to draw general conclusions of a comparative nature from the data presented in this paper. If it is desired to compare a diesel engine ship with a steamship, why has not the Shipping Board made an installation of modern steam machinery that would be really comparable with the modern diesel engines that they have installed in these ships?"

Steamer Costs

Steamship Editor, 9,694 tons deadweight, reciprocating engines 2,800 i.h.p., three Scotch boilers, 210 lbs., five voyages covering 104,144 miles. Expenses per day, 191.02 dols.; expenses per mile, 1.61 dols.; average observed speed, 10.52 knots. Maintenance repairs, 23,119 dols.

Steamship Seminole, 9,132 tons deadweight, Wootten, Owens, Rentchler, two-cycle, double-acting 3,630 h.p. diesels, three voyages covering 83,079 miles. Expenses per day, 202.45 dols.; expenses per mile, 1.89 dols.; average observed speed, 11 knots. Maintenance repairs, 33,517 dols.

Steamship Unicoi, 9,165 tons deadweight, Worthington two-cycle, double-acting 2,900 h.p. diesels, deadweight, Worthington two-cycle, three voyages covering 78,158 miles. Expenses per day, 202.45 dols.; expenses per mile, 1.87 dols.; average observed speed, 11.62 knots. Maintenance repairs, 4,095 dols.

Steamship Tampa, 9,120 tons deadweight, Worthington two-cycle, double-acting 2,900 h.p. diesels, deadweight, Worthington two-cycle, three voyages covering 78,158 miles. Expenses per day, 202.45 dols.; expenses per mile, 1.87 dols.; average observed speed, 11.62 knots. Maintenance repairs, 4,095 dols.

Steamship Unicoi, 9,165 tons deadweight, Worthington two-cycle, double-acting 2,900 h.p. diesels, deadweight, Worthington two-cycle, three voyages covering 78,158 miles. Expenses per day, 202.45 dols.; expenses per mile, 1.87 dols.; average observed speed, 11.62 knots. Maintenance repairs, 4,095 dols.

Steamship Arcturus, 9,601 tons deadweight, reciprocating engines 2,800 i.h.p., three Scotch boilers, 210 lbs., five voyages covering 101,690 miles. Expenses per day, 233.27 dols.; expenses per mile, 1.84 dols.; average observed speed, 9.90 knots. Maintenance repairs, 8,164 dols.

Steamship Arcturus, 9,601 tons deadweight, reciprocating engines 2,800 i.h.p., three Scotch boilers, 210 lbs., five voyages covering 101,690 miles. Expenses per day, 233.27 dols.; expenses per mile, 1.84 dols.; average observed speed, 10 knots. Maintenance repairs, 11,238 dols.

Steamship Eremont, 9,976 tons deadweight, reciprocating engines 2,800 i.h.p., three Scotch boilers, 210 lbs., five voyages covering 104,144 miles. Expenses per day, 237.97 dols.; expenses per mile, 1.81 dols.; average observed speed, 10.51 knots. Maintenance repairs, 11,238 dols.

Steamship Oak Park, 9,455 tons deadweight, reciprocating engine, 2,800 i.h.p., three Scotch boilers, 210 lbs., three voyages covering 101,277 miles. Expenses per day, 230.88 dols.; expenses per mile, 1.82 dols.; average observed speed, 10.52 knots. Maintenance repairs, 8,164 dols.

Steamship Oak Park, 9,455 tons deadweight, reciprocating engine, 2,800 i.h.p., three Scotch boilers, 210 lbs., three voyages covering 101,277 miles. Expenses per day, 230.88 dols.; expenses per mile, 1.82 dols.; average observed speed, 10.52 knots. Maintenance repairs, 8,164 dols.

Steamship Seminole, 9,132 tons deadweight, Wootten, Owens, Rentchler, two-cycle, double-acting 3,630 h.p. diesels, three voyages covering 83,079 miles. Expenses per day, 202.45 dols.; expenses per mile, 1.89 dols.; average observed speed, 11 knots. Maintenance repairs, 33,517 dols.

Steamship Seminole, 9,132 tons deadweight, Wootten, Owens, Rentchler, two-cycle, double-acting 3,630 h.p. diesels, three voyages covering 83,079 miles. Expenses per day, 202.45 dols.; expenses per mile, 1.89 dols.; average observed speed, 11 knots. Maintenance repairs, 33,517 dols.

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NEXT SAILINGS

TO MANILA E/CANADA 5 p.m. Mar. 9th E/RUSSIA NOON, Feb. 12th E/Asia ..... Mar

# P. & O.-British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

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(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KARMALA	9,128	15th Feb.	1930 Marseilles, London, Hull, Rotterdam & Antwerp.
KIDDERPORE	5,934	19th Feb.	Straits, Colombo & Bombay.
MACEDONIA	11,120	1st Mar.	Marseilles & London.
KASHMIR	8,585	8th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	6,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
ALIPORE	5,273	19th Mar.	Straits, Colombo & Bombay.
RAWALPINDI	16,619	20th Mar.	Bombay, Marseilles & London.

\*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	From Hong Kong About	Destination
TALMA	10,000	1930 8th Feb.	Singapore, Penang & Calcutta.
SHIRALA	7,841	12th Feb.	Singapore, Penang & Calcutta.
TAKIWA	7,936	25th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,000	11th Mar.	Singapore, Penang & Calcutta.
TALAMBA	8,018	14th Mar.	Singapore, Penang & Calcutta.

\*Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	From Hong Kong About	Destination
TANDA	6,956	1930 28th Feb.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,600	4th Apr.	
NELLORE	6,853	2nd May	

\*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hollis, Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as in-due course.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers to Southampton and London via Panama Canal.

\*Cargo only.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than  $2\frac{1}{2}$  ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:

## MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

## THE KWONG HUP LUNG CO. LTD.

ENGINEERS AND SHIP BUILDERS, BOILERS, AIRERS, BEAMS AND IRON FOUNDRERS. AD. 1930. This establishment is guaranteed to have over thirty years experience. We own two shipways and can accommodate any craft up to 100 ft. long.

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## CONSIGNEES

NOTICE TO CONSIGNEES.  
THE BEN LINE STEAMERS, LTD.  
From ANTWERP, LONDON  
AND STRAITS.

The Steamship, "BENEDEN".  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 20th Inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 5th February, 1930.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Motor Vessel, "ESQUILINO".

From Trieste, Venice, Brindisi, Spalato, Flume, Port Said, Suez, Massaua, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of The Hong Kong & Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before 3rd instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th Inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 20th Inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 8th February, 1930.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBROUGH, LONDON, STRAITS & MANILA.

The Steamship, "BENAVON".

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 13th Inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 27th Inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 6th February, 1930.

THE BRITISH INDIA-APCAR SAILINGS.

From MIDDLEBROUGH, LONDON, STRAITS & MANILA.

The Steamship, "BENAVON".

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 13th Inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 27th Inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 6th February, 1930.

THE BRITISH INDIA-APCAR SAILINGS.

From MIDDLEBROUGH, LONDON, STRAITS & MANILA.

The Steamship, "BENAVON".

Consignees of cargo ex M.V. "Esquino" are reminded to take delivery of their goods which will be subject to rent after February 10.

Consignees of cargo ex M.V. "Beneden" are reminded to take delivery of their goods which will be subject to rent after February 12.

Consignees of cargo ex M.V. "Esquino" are reminded to take delivery of their goods which will be subject to rent after February 13.

French gunboat "Argus" was

French gunboat "Argus".

British warships in port this morning were:

In Basin of R.N. Dockyard:

"Tamar," "Sandwich," "Herald,"

"Petersfield," "Iroquois,"

North Army: "Sterling," "Stormcloud."

West Wall: "Kent" (flagship).

In Dock: "Seraph," "Cicada,"

No 1 Buoy: "Suffolk,"

No 7 Buoy: "Sunder."

The only foreign man o' war in port was:

French gunboat "Argus."

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They cool the blood, remove all impurities and  
act as a tonic to the whole system.

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COFFEE.

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All Stocks must be cleared, including  
ALL THE NEW SEASON'S GOODS.

To make room for rebuilding our  
Premises.

MANY WONDERFUL BARGAINS  
ON VIEW

COME  
EARLY  
DON'T MISS THIS OPPORTUNITY

YOU SAYING FEAT CO.

WHITEAWAYS

GREAT  
CLEAN-UP SALE  
FOR  
ONE WEEK  
COMMENCING  
MONDAY, FEBRUARY 10  
STOCKTAKING REVELATIONS

Stocktaking is revealing lots of oddments,  
Remnants, soiled and out of date Goods  
which we are determined to clear

REGARDLESS OF COST  
FRESH BARGAINS DAILY  
ALL NEXT WEEK.  
PAY US A VISIT DAILY.

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HONG KONG.

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in advance. Local delivery free.]

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Hong Kong, Saturday, Feb. 8, 1930.

STILL WATERS

Sir Cecil Clementi's  
recent remarks on  
Blow democracy attract-  
ed as much interest  
in his new home as in this Colony.  
Thus the "Topicist" in the Singa-  
pore Free Press gets this off his  
manly chest: A rather crushing  
blow has been administered to  
budding politicians of the Far  
East by Sir Cecil Clementi, whose  
final words to Hong Kong have  
been that "democracy is not a  
safe form of Government for the  
people of the Far East in their  
present stage of development." This  
will cast a gloom over those  
here (in Singapore) who are long-  
ing for the day when the, as they  
say, present archaic methods of  
public representation shall be no  
more. But, here (in Singapore)  
Sir Cecil will find municipal  
development at least far in advance  
of that of Hong Kong, for we  
(Singaporeans) fought the battle  
of Government control many  
years ago and any attempt to  
revive it will meet with energetic  
dispute. Pips or no Pips? That's  
the spirit. Sir Cecil was admir-  
able in very many respects, but  
his ideas on municipal govern-  
ment as opposed to a govern-  
mental autocracy could not  
possibly appeal to all in the  
Colony.

The "Topicist" of  
On the aforementioned  
Horseback ed paper in Singa-  
pore hopes that all  
members of that august body,  
the M.C.S., have been taking rid-  
ing lessons lately, for from what  
he hears it is a penchant of their  
new Ruler to appear on State oc-  
casions horseback, and presum-  
ably the Chief Officials of the  
Straits Government have to do  
likewise. Aye, twill be a grand  
sight when they parade. But  
how, some may ask, can he assume  
the reins of office as an  
equestrian unless horseback?  
Still we have got to go all the  
way to Singapore to learn for the  
first time that Sir Cecil had a  
penchant to appear on State oc-  
casions horseback.

A contrary view  
An inquiry is taken by the  
Needless Strait Times  
and similar matters winding up  
with the usual "What's the  
news?" and "What's the  
report." The recent "allied" in-

(i.e. "The Hollywood Revue") is  
not one for baby, though bored  
and agitated, nor for a child to  
hear. This applies particularly  
to the Chinese, and in general to  
the favoured "gallery." A  
Chinese family, husband, wife,  
concubine, sons, daughters and,  
probably, a three months old  
baby, all pay for admission. But  
what an amount of disturbance  
has to be put up with—  
crying, talking aloud, shifting  
seats, spitting and possibly a few  
more irritatives. Could not a  
rule be enforced, something on  
these terms—"That children (all  
nationalities) under the age of  
five, be not allowed to hear a  
'talkie' film?" It is all very well  
for our correspondent to suggest  
the banning of children whether  
non-Chinese or Chinese, but he  
has evidently no children of his  
own. When he has a few bunches  
of twins and a few more of  
triplets he will want them all to be  
"diverted" by a "talkie"—it  
would be a change (for the  
parents) from having the whole  
tribe of little "joys" disturbing  
the peace of the home. Why  
shouldn't they be allowed to air  
their lungs in a "talkie" cinema?  
In fact there ought to be a  
matinee once a week confined to  
babies under the age of five!

Mr. Stokes is to enjoy a short  
period of leisure before leaving  
the Colony for Australia early in  
July. The duties of Secretary to  
the Guild will be taken over by  
Capt. T. T. Laurenson, D.S.C., the  
Secretary of the China Coast Officers' Guild, who will combine the  
two duties.

The presentations  
The presentation on behalf of  
the Engineers' Guild was made by  
Mr. W. J. Sprintall, who when  
called upon by Mr. J. Watson,  
Guild Secretary, said:

Mr. Chairman and Gentlemen:  
We are drawn together by a common  
impulse, that of esteem and  
affection for our acting Branch  
Secretary, Mr. W. J. Stokes.

In token of that esteem and  
affection I have been asked on behalf  
of members of both Guilds to present  
to him and his wife with something  
which will remind them of all the  
friends they will leave behind in  
China.

This is a pleasant, but at the  
same time a sad duty; pleasant  
because it is an opportunity of  
showing our appreciation of his  
long and zealous service, and sad  
because it is associated with that  
saddest of words "Good-bye."

After many years in the arduous  
profession of marine engineering,  
Mr. Stokes has rounded off his  
active life with ten years of hard  
labour in the service of his  
brother engineers on the China  
coast.

Captain Laurenson has a difficult  
task in following a man like  
Mr. Stokes, but we know he will  
make a good show, and give us  
more satisfaction than I was.

Mr. Stokes is about to retire  
to enjoy the leisure he has so  
well earned, and we all join in  
wishing him and his wife many  
years of happiness.

Mr. Sprintall then asked Mr.  
Stokes to accept the gifts from  
the Guild members amidst  
applause.

The presents took the form of a  
silver card tray, engraved with  
a dragon, and inscribed:

To Walter James Stokes.  
From members of the Marine  
Officers' Guild of China and the  
China Coast Officers' Guild, as  
a token of esteem.

The second present was a silver  
inkstand, with a dragon's head, in  
silver, in the centre, engraved with  
the monogram "W.J.S."

Mr. Stokes was also presented  
with a substantial cheque, and  
Mrs. Stokes with a monogrammed  
silver chain bag.

Old Comrades  
Capt. Laurenson, in making a  
presentation on behalf of Mr.  
Stokes' colleagues, said:

Mr. Chairman and Gentlemen,  
I have been asked by Mr. Watson,  
Secretary, Marine Engineers' Guild  
of China, to make this presentation  
to our retired colleague, Mr. W. J. Stokes.

There are reasons why I do  
not altogether like the position  
which I have been requested to  
fill this evening with regard to  
the Secretaries' gift. First, as  
Secretary I am the most junior  
and again I never feel happy  
when I have to part company with  
a friend.

Mr. Stokes and I have worked  
together in the offices of our res-  
pective Guilds since December  
1921.

I think those years have cer-  
tainly been for me, a period of  
very happy associations, of very  
cordial co-operation and helpful  
assistance, in work which had for  
its objective, the improvement of  
conditions on the China Coast, for  
Officers of both departments of  
the Merchant Navy.

There is nothing that I can tell  
you with regard to our friend that  
most of you do not know, but  
generally there is little that you  
know about the toil and zealous  
labour performed, far into the  
night, Saturdays and Sundays  
on your behalf. His enter-  
tainment, his recreation, his holi-  
day, was work, or making perfect  
more work.

Diminutions have already revealed  
themselves in the extremist party  
in India. There are indications  
that some members will refuse to  
attend the re-election of the  
Bengal Council.

Another shop murder was dis-  
covered on New Year's Eve. The  
body of Mrs. Edith Warne, terribly  
battered about the head, was found  
at the back of her shop in Wake-  
field Road, Bradford.

Mr. Stokes, on behalf of his  
colleagues, Mr. J. Watson,  
T. T. Laurenson, and myself,  
presented the following

GOOD SERVICES  
APPRECIATED

TRIBUTES AND GIFTS TO MR.  
W. J. STOKES

A FAREWELL PRESENTATION

Mr. W. J. Stokes, the retiring  
Local Branch Secretary of the  
Marine Engineers' Guild of China,  
was last night, at the Guild offices,  
the recipient of several handsome  
gifts, from colleagues and mem-  
bers of the Guild, as a token of  
esteem and appreciation of his  
services during the past ten years.

Mr. Stokes is to enjoy a short  
period of leisure before leaving  
the Colony for Australia early in  
July. The duties of Secretary to  
the Guild will be taken over by  
Capt. T. T. Laurenson, D.S.C., the  
Secretary of the China Coast Officers' Guild, who will combine the  
two duties.

The Presentations

Mr. Stokes, in reply said:

Mr. Chairman and Gentlemen:

I don't think I can thank you.  
Not because I won't for the  
moment, but my feelings are so  
worked up with your kindness and  
forethought that I cannot say

what I would like. It is a terrible  
wrinkle to go away and lose  
what is practically my love, and  
even my life, after ten years.

When I first came here I was

afraid I would be a most abject  
failure. I had no idea what the  
Secretary's job was, and was for-  
tunate in getting broken in  
straight away. I came down here

on November 10, and started on

the 12th. I didn't know how

much work there was until I got

to work."

Continuing, Mr. Stokes paid  
tribute to Captain d'Oliveira,  
who he said at that time was  
like a school teacher to him.

He also recalled the strenuous  
days of arbitration, when after nine days continuous  
work, a settlement was arrived at  
between officers and owners.

As regards the presents, they  
were more than he deserved. He  
had failed many times, and had  
yet received encouragement, only  
to fail again. "I knew that the  
people I was working for were  
more satisfied than I was."

The Change-Over

Speaking of the change-over in  
secretaries, Mr. Stokes urged that  
solidarity was absolutely essential.

It was necessary for the members  
to work together to achieve success.

"There has been criticism about Captain Laurenson taking my job. Well, we have  
worked together for ten years, and  
never had a cross word."

"You are by your profession  
mathematicians, and know that  
two heads are better than one.  
If the two Guilds work together,  
and interlock, there is no room  
for anyone to come between you."

Times are hard in China, and getting  
even harder, which is all the  
more reason you must stick together."

Captain Laurenson

"It has been said that possibly  
Captain Laurenson being a sailor  
and not an engineer, he may have  
a leaning towards his own side.

After ten years with him, I can  
say that he is not an engineer,  
but the next best thing, a good  
sailor (Laughter). More than that,  
he is a gentleman. I know that  
in any case of trouble, Captain  
Laurenson will lean to the  
other side. (Applause.)

Vale

"It has been a glorious time to  
work with you people, and to  
know that on some few occasions  
we have managed to get away  
with it, and this has often been  
due to Captain Laurenson."

"Gentlemen, I thank you for  
saying 'Good-bye' in this glorious  
fashion." (Applause.)

Captain Laurenson: I feel I  
must say something in reply to  
Mr. Stokes' kind remarks. I  
don't know how to say it, but  
what I do say is "Thank you, very  
much." (Applause.)

The gathering concluded with  
musical honours for Mr. Stokes.

NAVAL RELIEFS

H.M.S. *Vindictive* is due to leave  
United Kingdom on February 26,  
and is expected to arrive at Hong  
Kong on April 23, with relief for

H.M.S. *Tamar*, *Petersfield*, *Iroquois*  
and the British gunboats on the<br

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# The China Mail

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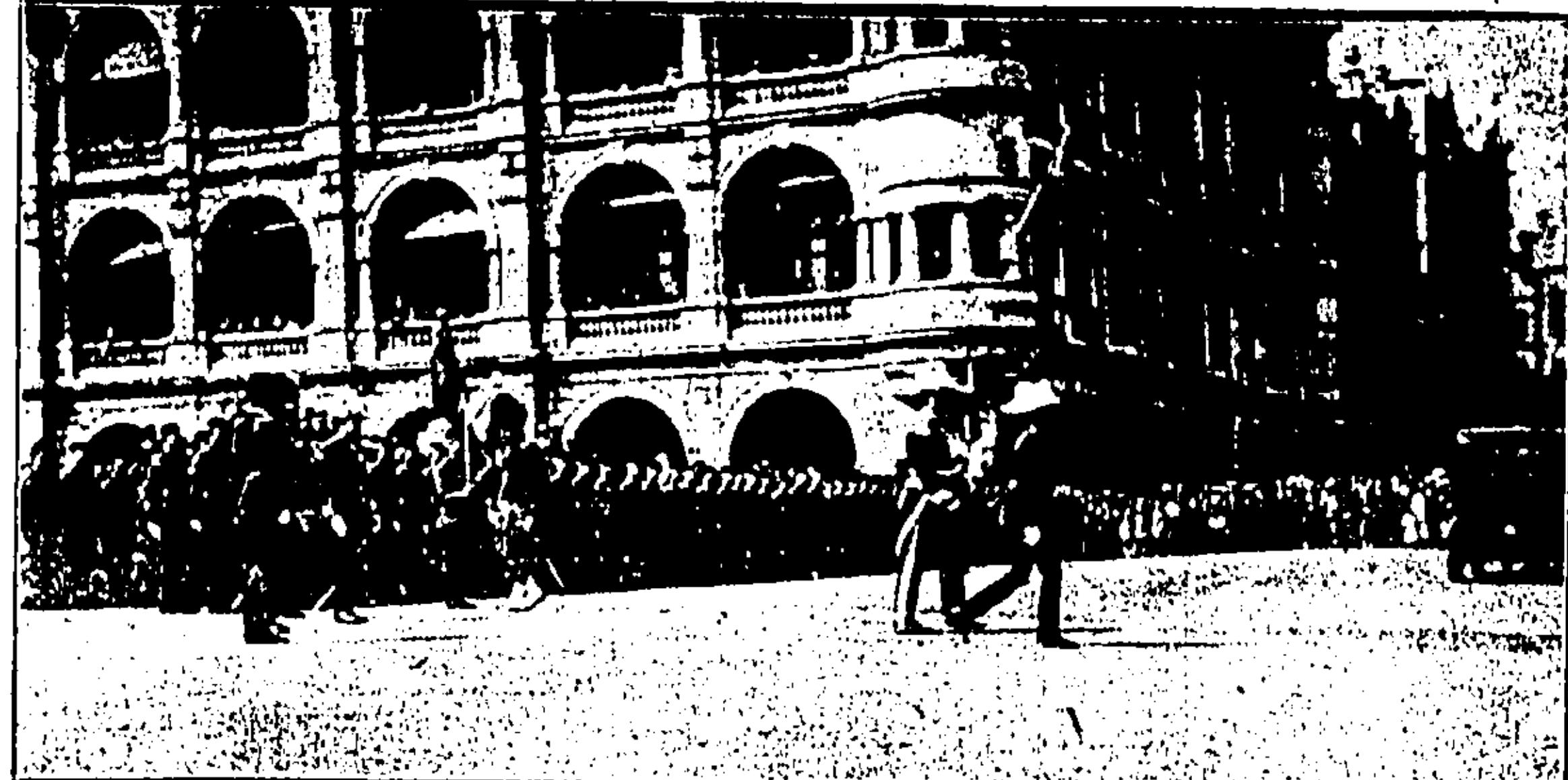
SATURDAY, FEBRUARY 8, 1930.

PIONEER ART SUPPLEMENT.

7



TEXACO TRUCK FUELING COMPETITORS—before the start of the motor cycle reliability trial at Kowloon at midnight on Jan. 31 which provided abundant thrills for those who took part in this always interesting contest.



HIS EXCELLENCY the Governor preparatory to inspecting the Guard of Honour provided by the Royal Navy on the occasion of his departure.



(Above)—J. E. WILSON (Gillet-3½) about to leave Kowloon on the 225 reliability trial.



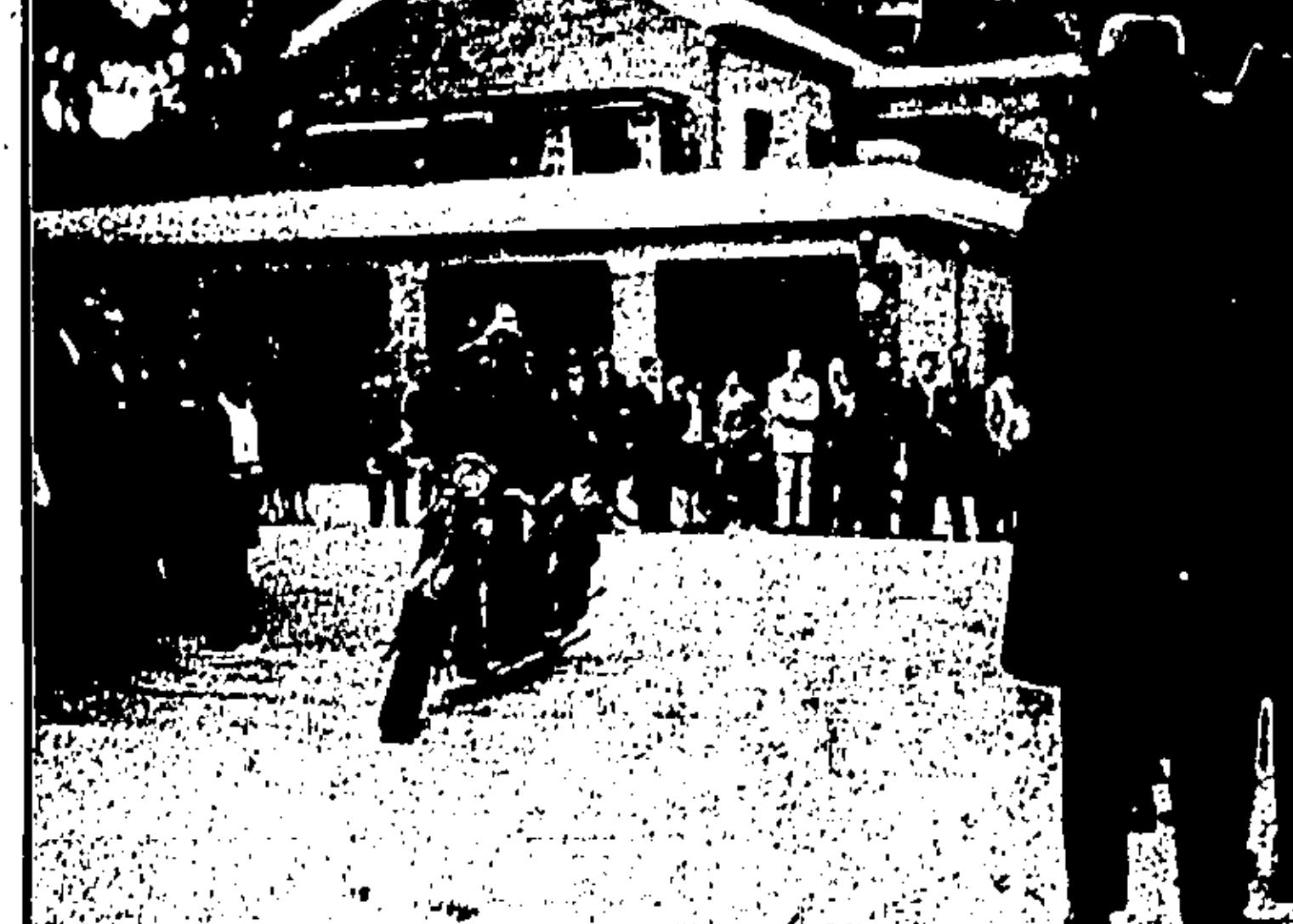
HIS EXCELLENCY the Governor (Sir Cecil Clementi, K.C.M.G.) in preparation of inspection of the Guards of Honour, prior to his departure for Singapore on February 1.



(At left)—CARDINAL PACELLI is expected to replace Cardinal Gasparri as secretary of the Papal State, Rome, Italy. Cardinal Gasparri, who is 74 years old, has long considered retiring and has several times offered his resignation to Pope Pius, but each time remained at the Pope's earnest solicitation.



STRATHLORNE, ridden by Mr. T. C. T. Beck, winner of the Fox Hunters' Cup (Heavyweight) Fanning Steeplechase Chinese New Year's Eve Meeting.



C. L. GREGORY (Monet and Goyon—500 c.c.) He failed to complete the course, a broken chain causing his retirement in the early stages.



GIANT LANDSLIDE.—Owing to the recent terrific gales, thousands of tons of earth overlooking the St. Beuve Boulevard, Boulogne, are sliding inch by inch into the sea, threatening the Hotel Imperial and houses in the vicinity. The hotel is being emptied of furniture.—(Sport and General).



MRS. L. DUNBAR presenting the Fox Hunters' Cup to Mr. T. C. T. Beck at Fanning on February 2, 1930.



PRINCESS GIOVANNA OF ITALY, concerning whom an impending engagement to King Boris of Bulgaria is rumoured. The Princess is a daughter of the King and Queen of Italy.—(Sport and General).



BACHELOR KING.—Reports that the engagement of the King of Bulgaria, Europe's bachelor king, to Princess Giovanna, third daughter of the King and Queen of Italy, is impending, are contained in messages from Sofia. King Boris of Bulgaria.—(Sport and General).

(At left)—Charles Farrell, with Mary Astor, in "The Rough Riders," a Paramount picture now showing at the Majestic Theatre, Kowloon.

THE ROUGH RIDERS.—Featuring Charles Farrell and Mary Astor in a Paramount special production, now showing at the Majestic Theatre, Kowloon.



# The WOMAN'S Page



## Military Style Coat



## POOR PEOPLE

### Some Interesting Reminiscences

An old lady writes from a little country town that when people complain of lack of progress in our age they should have seen conditions forty or even thirty years ago, which were there taken more or less for granted. It was an accepted thing that really poor children should be barefoot. They went to school with bare feet in the worst kinds of weather, and sometimes shoes—old ones, of course, and usually the wrong size—were given them so that they could come to church or Sunday school. It was considered rather kind of people to provide shoes for people whose destiny it was to have none. At Christmas luxuries of this kind were provided, together with oranges and apples. As regards food, charitable people made dishes which they distributed. These were the soups and jellies of village life. Bones were given away, though the reprehensible poor very often did not make of them the good soup they might have had. One old woman used to come up every week for tea-leaves, which were saved for her and which made for her the only tea she had.

There were such different clothes in the different statuses of life that clothes given away were generally rather disfiguring. They were too big or too long, and some people had little discretion and gave away things which were wholly unsuitable for the purpose for which they were used. For the children poor parents had little time to cut them down and they were worn as they were. Again, it was the thing for the "poor child" to be rather disfigured by clothes. One of the greatest changes is not only in the fact that every one is shod, but that they are shod in a becoming way. Also the children who pour out of the elementary schools now look as smart and trim as the children of any school, with whom it is also the tendency to wear a uniform exactly suited to its purpose.

## SOCIAL PECCADILLOS

We all commit them. Even people who pride themselves on their good manners are often guilty of the "little sins."

The woman who does not immediately write a letter of sympathy on hearing of a friend's death; a letter of thanks to people who have entertained her; a letter of apology for a broken engagement . . . this woman is rude, but she errs through thoughtlessness rather than through lack of breeding.

There are, however, other breaches of good manners which are inexcusable. Mrs. X. will talk to you about "Mr. X." She never calls him "my husband," although she speaks of "my brother" or "my son," when discussing some other masculine relative. The Misses O. will insist that you take something from every plate on the table; perhaps they will even force you to take a second helping, though you protest that you have already had sufficient.

Lydia will not say "good-bye"—and go!

Talking "shop" is unpardonable at a social gathering. Yet how many women who are interested chiefly in clothes will discuss nothing but dress? Those with a passion for some hobby or other will insist on talking about it to the bitter end. The sports-mad girl finds no other topic of conversation . . . all are examples of the way in which sheer bad form can spoil any party.

Fanny Burney, in her novel "Evelina," describes very graphically the pain ill-breeding gives to a sensitive mind. A true woman is never vulgar. She puts you at your ease, she is interested in your

## POOR PEOPLE

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There were such different clothes in the different statuses of life that clothes given away were generally rather disfiguring. They were too big or too long, and some people had little discretion and gave away things which were wholly unsuitable for the purpose for which they were used. For the children poor parents had little time to cut them down and they were worn as they were. Again, it was the thing for the "poor child" to be rather disfigured by clothes. One of the greatest changes is not only in the fact that every one is shod, but that they are shod in a becoming way. Also the children who pour out of the elementary schools now look as smart and trim as the children of any school, with whom it is also the tendency to wear a uniform exactly suited to its purpose.

## NEW ENSEMBLES

Coats and dresses that combine ensembles include fine lainage, crepe de Chine, or Shantung gowns, worn beneath lainage or tweed coats. The coats are cut on simple but elegant lines, with distinctive details such as side fastenings, quaintly shaped pockets, scarf collars, and unusual ceintures. A typical model—and one that illustrates the prevalent lace-jersey vogue—comprises a navy blue coat fastening down one side with a single row of the same coloured buttons, worn over a dress of fine lainage that shades from pale yellow to deep orange. This is not the ordinary shading process, but is achieved by shadings of different tones superimposed one above the other in charmingly artistic diagonal lines from hem to neck. It is at the neck that the lainage melts, so to speak, into a subtle lace-jersey yoke, terminating in the same diagonal points that break the dullish surface characteristic of so many "ombré" materials. The lace-jersey reappears in a scarf that is passed through a wide slotting cut across the front neckline of the coat.

Fanny Burney, in her novel "Evelina," describes very graphically the pain ill-breeding gives to a sensitive mind. A true woman is never vulgar. She puts you at your ease, she is interested in your

## Drury Lane Pantomime



For the first time for many years, the famous Drury Lane Theatre, the home of spectacular Pantomime productions, staged "The Sleeping Beauty" for last year's Christmas pantomime. A talkie film of a rehearsal of the pantomime was made for Pathé Sound Pictorial. The "Pantomime King," Mr. Julian Wylie, the famous producer, is seen seated at table watching the pretty chorus at rehearsal. (Sport and General).

## LONG OR SHORT?

The battle of skirts has by no means reached a decisive conclusion.

While the leading dressmakers' list ordering trailing gowns appears to have been obeyed as far as fashionable evening entertainments are concerned, it has been completely disregarded for day wear, and women writers continue to urge their readers not to be forced by fashion into wearing garments which they condemn as ugly and unhealthy.

German women are reported to have definitely rejected the return to long skirts.

## New Style Suits



## EVENING GOWN MODE

There is a new movement to be specially noted in evening gowns; an effective sort of "waist," as it were, achieved by long slender panels cleverly attached to backs of dresses in various ways. They fall from the shoulders in a series of tabbed ends all the way down a back, or they are cut in one with a bodice at the middle of the back, where they are lightly knotted before they stream outwards. The "movement" is really charming, and seems to glide with the wearer. Obviously, however, it is limited to the more ephemeral materials such as tulle, chiffon and lace.

Line, of course, is the principal characteristic of all such clothes, and, though it is simply detailed in sports models, it is none the less an unmistakably rhythmic quality, typically expressed, for instance, in fine tucks raying outwards from the length of the skirt to the hem on either side of an inverted box pleat.

When there is a combination of colour mixtures, sweaters, scarves, and bags are so devised as to continue the same design and colouring.

## INTRIGUING HATS

There are some intriguing braided hats for wear with tailored suits. These novel millinery models may be in very fine straw or fabric, but they are braided all over in such a way that the effect is of finest embroidery.

## SHOE LORE

The shoe manufacturers have been busy with new ideas. Beige shoes are finished with coral kid. Straps and edgings of corded silk adorn other kid models. Heels are obviously a debatable point, as heights vary considerably.

## Equestrienne Costume



## SOME BEAUTY TIPS

For closing enlarged pores without leaving unsightly marks, massage with stale bread is particularly helpful. Begin by bathing the face for about ten minutes in hot rainwater lather. Rinse in two or three changes of water, each time lowering the temperature until the final bowlful is just tepid, when a few drops of eau-de-Cologne should be added. Instead of drying on a towel, remove the moisture by means of this piece of bread laid in the palm of the hand. As the tissues of the face are moved lightly, the skin is invigorated, and the gentle massage effectively closes the pores, leaving neither scar or blemish. Skin blemishes often present a last-minute problem. Any slight discolouration can be concealed by rubbing with glycerine and lightly powdering. A largish "blotch" is best dealt with by touching it with peroxide of hydrogen and concealing it beneath a beauty-patch of black silk court plaster, but in a small circle or diamond shape.

Boracic solution, too, for a last-minute free-bath. There is no need to wash the face, but the skin should be dried with a clean, dry, soft cloth. The dancing girl of New Zealand

## TRAVEL CLOTHES

### Some Both Smart And Practical

Gone are the days when we wore out our garments to "travel in." The worst of the wardrobe generally appeared on quays and railway platforms—in winter one saw an array of mangy-looking fur wraps and tweeds, with boots and gloves of the oldest!

How luxurious travel requisites have become! The delicious camel-hair or fur rugs, foot muffs of silk and fur, pillows, gay peignoirs, and the pullman pyjamas—all such things that can be tucked away into the pockets of a light and practical silk and leather cushion.

One can appreciate the modern method of eliminating meaningless and unnecessary paraphernalia, though fashion leaves us all sorts of charming travel accessories, that certainly add to comfort and help the appearance by air, road, sea, or railway.

## Joy of Wool

The mid-season collections give us many pleasing wool specialities. For long journeys what is better than a softy-woven fabric? Some shaded effects are interesting—several ensembles are composed of checked or striped jerseys, woven and alternating with plain fabrics.

Blue and grey (dark navy and iron grey) and beige and brown are better colours for travel than even the chic black. Navy is undoubtedly creeping into its definite place for next year's fashion. A navy flannel frock with a blouse-like bodice pouches over a grey suede belt, and ties at the neck with a large spotted grey and blue tie.

To go over this is a navy cardigan, with a border of pintucks as a trimming, worked with inserted stitches of grey wool. Then there is the top-coat of navy velours, lined grey fleece, and collared with grey caracul. It will be wisdom to take navy serge or flannel for day wear abroad.

A grey-and-black suit in tweed also looks well with one of the new long semi-fitted seamed capes with a scarf collar of its own.

For Paris is again making valiant efforts to force the cape vogue on us, and certainly of late has given us some charming examples. For travelling especially there are some new soft tweed coats lined fur, that have attached cape-backs, or semi-fitted cape sleeves. They ensure a certain amount of extra warmth, which is all to the good.

The big top-coat is so very important and expensive nowadays that it is generally wise to select some neutral shade that will look well over several frocks and suits. Then it should be spacious enough to go over any cosy ensemble, and on fairly slim women the extra cape is smart. A walking coat, in fine peach colour, has a three-tiered (highwayman's) cape of the cloth with self-edge border, and is cut double-breasted, fastening with four large pearl buttons.

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Straw and Felt

A new fabric is a loosely woven striped hopsack, far softer and more like a tweed than these usual canvas sort of materials. The methods in weaving provide novel touches to familiar fabrics, the loosely woven "makes" being undoubtedly softer.

Hats are full of surprises, but for travel and everyday life women will naturally cling to the smaller shapes. The helmet-hat and skull caps, in felt, velvet and felt, and straw mixtures, are all easy to wear.

Brims always come out with the sun, so the happy compromise is the straw shape with felt brim.

(Continued at foot of preceding Column.)

## Satin Dress



## DRESSES AND WRAPS

Whether the occasion be dinner, the opera, or the theatre, the rule for the evening ensemble seems to be a simple dress and an elaborate wrap. Charming frocks of black varnished lace are worn beneath handsome brocaded and lame capes of green and gold, Chinese red, and silver and black, trimmed with high short collars of black, grey, beige, or white fox fur.

Dresses of plain georgette and chiffon are also worn under sumptuous wraps. Net gowns, however, better express the more recent mode. Women past their first youth look wonderfully well in net gowns of lavender, soft purple, or Bordeaux red, under velvet wraps in darker hues, trimmed with black or grey fox.

Almost without exception, wraps are draped about the figure. Some have shoulder yokes. Others have scarves, hoods and loosely devised ruches. Wraps, in a word, are more "decorative" in the evening than are the dresses accompanying them.

## IN THE DARK

Have you seen the new fashion for ladies' finger-nails that has come from the imagination of colour? No more henna, no more dye; but, instead, luminous mother-of-pearl coatings that make the nails glow in the dark and shine in the daylight. They look queen in the gloom of the theatre.

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## MAISON de MODES

Mme D'Obry

PARIS. HONG KONG.

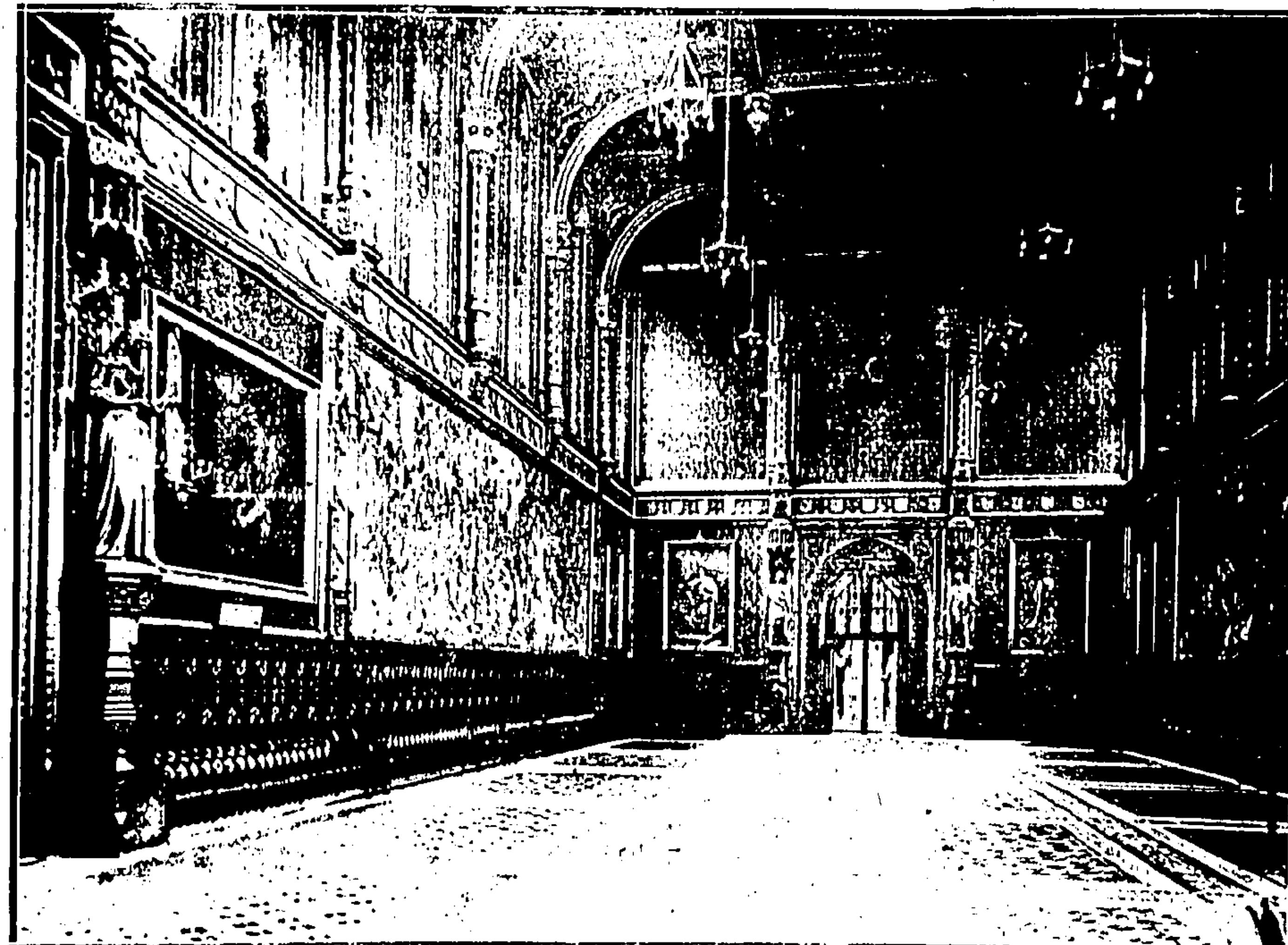
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# Pictorial News of the World



THE ROYAL GALLERY, House of Lords, London, where His Majesty the King opened the Five-Power Naval Conference on January 21. General view of the Royal Gallery. The oblong picture on the left is where H.M. the King sat for the Conference.—(Sport and General).



THE JAPANESE DELEGATION to the Five-Power Naval Conference now being held at St. James's Palace, London, has a preliminary conference. Left to right:—Admiral Takarabe (Minister of Marine), Mr. R. Wakatsuki (ex-Premier of Japan and Chief Delegate) and the Japanese Ambassador in London, Baron Tsuneyo Matsudaira.—(Sport and General).



AN INTERESTING portrait of Mrs. Franklin Mott-Gunther, wife of the American Minister to Egypt. Before her marriage she was Louise Bronson Hunnewell, of New York. Her husband was previously Counsellor of the American Embassy at Rome, Italy, and also Chief of the Division of Mexican Affairs in the Department of State.



VIEW OF THE YACHT CAROLINE, which left New York under the command of Capt. Andrew Peterson (inset), for a preliminary survey that will prepare the way for a scientific expedition to mysterious Easter Island, believed to hold the secret to much of man's ancient civilisation. The boat is owned by Eldredge R. Johnson, who is said to be planning a new \$1,500,000 yacht that will carry two seaplanes and be used by a party of scientists to carry on the investigations begun by Captain Peterson.



GENERAL HSU YUAN-CHAU, Nationalist Army commander, has been hailed throughout Nationalist China as the saviour of its cause. Yuan-Chau is credited with a large part of the victory over the stubborn rebels of Northern and Southern China, against whose forces of 70,000 he led his own army of 40,000.



MERCEDES GLEITZE, 28-year-old London typh, who swam into fame in 1927 by swimming the English Channel, is now reported to have broken the women's world endurance record. According to reports, Miss Gleitze swam continuously for 26 hours on New Year's Day in an indoor club in Edinburgh, Scotland.



MAHATMA GANDHI, famous Nationalist leader, whose resolution favouring complete independence for India, to be attained gradually, was approved by a vote of 134 to 77 at the forty-fourth Nationalist Congress now in progress. When the National flag was raised at the opening of the Congress, pandemonium broke loose, several persons fainted, and the uproar took on much the appearance of a riot.



THIS RARE PHOTOGRAPH of the Ex-Czar Ferdinand, of Bulgaria, who abdicated in favour of his son, the present King Boris, was taken recently on the former ruler's estates in Western Hungary. He is shown with two of his hounds during one of his hunting trips, which have become a regular pastime, with big game as the prize.

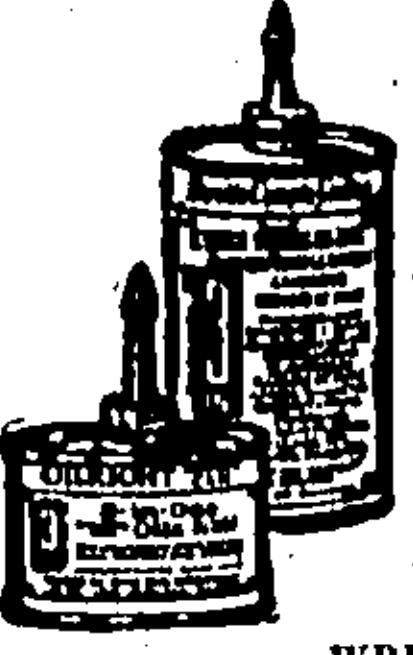


CHINESE CADETS IN THE ROYAL NAVY. Under the arrangements entered into between the British and Chinese Governments a number of Chinese junior officers are being trained in the Royal Navy both afloat and ashore. A party of Sub-Lieutenants at the Royal Naval College—Greenwich.—(Sport and General).



DR. GABRIELLE RAKOSY, daughter of the late Eugen Rakosy, one of the best known political writers of Hungary, as she appeared in her library where she studied to reach her present goal. She has the distinction of being the only woman criminal lawyer in Hungary. She is also the leader of many progressive movements in her country.





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**Win Grand Challenge Cup**



Following their victory in the Eastern Lines' championship of first aid teams of the Canadian Pacific Railway, the Windsor Station police team of Montreal carried off the grand challenge cup for all first aid teams in Canada, which was presented by Mr. G. W. G. Ross, manager of the Canadian Pacific Railway, to the Canadian Pacific Railway, the Windsor Station police team of Montreal, which was presented by Mr. G. W. G. Ross, manager of the Canadian Pacific Railway.

**THE TREATMENT OF  
DISTEMPER**

**SUCCESS CLAIMED FOR "FIELD"  
VACCINE**

**OFFICIAL REPORT**

The Duke of Portland, president of the "Field" Distemper Council, has signed and approved the publication of the report of the Scientific Committee, which is presented by Sir Charles Martin, F.R.S., its chairman. In their last progress report, in November, 1928, the committee stated that the researches carried out by Dr. Laird and Mr. Dunkin had demonstrated beyond adventure that the method of preventive inoculation devised by them was capable of making dogs resistant to infection by distemper and that the time had arrived to arrange for the production of the prophylactic and its distribution on a commercial scale.

Although the whole processes of manufacture of the vaccine had been made public through scientific journals and there was nothing to prevent any firm attempting to make it, the committee recommended that the "Field" Distemper Council and the Medical Research Council should invite a well-equipped commercial laboratory to undertake the manufacture and distribution, with the assurance that the committee's investigators would, at the outset, give every assistance in technical questions of the preparation and standardization of the product.

**Large Scale Production**

This recommendation was approved, and Messrs. Burroughs Wellcome and Co. were invited to undertake the manufacture and distribution of the prophylactic on a commercial scale. The firm agreed to do this and at once began to make the costly installation necessary for production on a large scale at the Wellcome Physiological Research Laboratories.

Meantime the American Distemper Committee had entrusted the manufacture of distemper, prophylactic in the United States to the Lederle Laboratories, Pearl River, New York State, and to the Mulford Laboratories, Philadelphia.

The more extended experience which the committee's investigators have now had of the use of the method in the field has but strengthened the conclusions:—(1) That it is possible to induce a resistant state in a susceptible dog by means of a suitable dose of vaccine; (2) that this resistant state may be converted into immunity by means of a small dose of living virus; and (3) that dogs which have received both inoculations are solidly immune against the natural disease. It further seems clear that the whole process, including the administration of living virus, is reasonably safe, provided that due precautions are taken.

**Only Healthy Dogs Treated**

The most important precautions are, that only healthy dogs should be treated, and that the dogs should be isolated throughout the immunization process. Upwards of 2,000 doses of prophylactic have been issued and the total mortality has been less than 1 per cent. This figure has been arrived at by placing all doubtful cases against the method. Over and above this small percentage of fatalities there has been a further small proportion of animals which have shown an unusually severe reaction to the living virus, and have caused the veterinary surgeon in charge and the owner anxiety for a time. In many instances the immunized animals have been in contact with severe cases of natural distemper and have remained unaffected and, so far as the committee are aware, there are extremely few cases in which a dog that had received the treatment subsequently succumbed to distemper, i.e., in which immunization failed.

**Reaction Severe**

Although each batch of vaccine and virus issued by the Wellcome Laboratories is tested upon a number of healthy dogs before it is passed for issue, it is hardly to be expected that each and every dog subsequently treated will give a perfect response to the vaccine and become so far resistant that no disturbance follows the injection of the living virus. The reaction to the second (virus) injection is likely to be severe unless the animal is in good health. As emphasized in the directions issued with each dose of the prophylactic, it is important to ensure that dogs are not suffering from or exposed to infections at the time they are undergoing prophylactic treatment. The committee can only emphasize that this warning is as to stimulating, not to healthy dogs, to the treatment has not always been regarded. When severe reactions for fatalities occur in the animals the public are asked to be particularly careful.

**ROUND THE CINEMAS**

**"Bridge of San Luis Rey"**

**NOTABLE CAST**

With what is probably the largest cast, in point of names, assembled in a picture in many months, and with a story that is astoundingly different from anything the screen has seen heretofore, "The Bridge of San Luis Rey," Metro-Goldwyn-Mayer's drama based on the famous Thornton Wilder novel, filmed with talking sequences, is now showing at the Queen's Theatre.

The novel, a sensation, is closely followed in the story, and impressionistic effects aid in carrying out its atmosphere. The thrilling wreck of the bridge, majestic cathedral scenes and vivid human touches were skilfully woven together by Charles Brabin, the director, Lily Damita, as the fiery dancer, Ernest Torrence as Uncle Pio, Raquel Torres as Pepita the convent girl, Don Alvarado and Duncan Rinaldo as the brothers Esteban and Manuel, all have outstanding roles, as have Henry B. Walthall, Tully Marshall, Emily Fitzroy, Mikhailavitch, Paul Ellis, Jane Winton and others of note.

The impressionistic settings and lightings by Cedric Gibbons, and the clever handling of the script by Alice D. G. Miller are important factors in the big production.

"Alias Jimmy Valentine"

William Haines' latest picture, "Alias Jimmy Valentine," made from the famous stage play and with talking sequences, will play at the Queen's Theatre to-morrow.

The picture is of interest because it gives the star his first real chance at a straight dramatic role. Hitherto, his name has been associated with roles of the "smart Aleck" type, and the comedy angle has predominated. In "Alias Jimmy Valentine," which there are a number of funny moments, the dramatic interest has been emphasized first of all.

Noted players in the supporting cast include Leila Hyams, Karl Dane, Lionel Barrymore, and Tully Marshall.

Haines plays a young safe cracker who outwits the police at every turn. Then he meets a girl, determines to go straight, and is tracked by his enemy, Detective Doyle, in a succession of scenes full of excitement and surprise.

"The Rough Riders"

Great pictures have that intangible something called spirit. Sometimes the quality that lifts a production from mediocrity into fame is love. Sometimes it's war. Often it is both, combined with the elements of humour and drama lifted to a zenith of popularity by the sterling performances of the players.

Taken all together, this is a meagre description of "The Rough Riders," which is now showing at the Majestic Theatre, Kowloon.

Picture if you can a nation thrown into a fever of patriotism by the sinking of the Maine—many remember it—visualize a man of dynamic instincts, picturesque leadership, and profound intelligence—that appeal to men of all races and all classes—springing to the forefront of an epic campaign on behalf of human liberty. Such a man was Roosevelt. And thus is portrayed in Paramount's splendid production.

Consider in this maelstrom of war and sacrifice and deeds of daring a love theme centred in two brave boys and a girl of rare sweetness and loveliness. Until you have seen Charles Farrell, Charles Emmett Mack and Mary Astor in this unusual triumvirate of screen sentiment you will not appreciate how marvellously the drama of the human heart can be portrayed under circumstances that wrench and tear one's soul. It would be despoiling romance itself to divulge which one wins the girl.

The charge of the uniformed individuals, rangers and pampered society dandies up San Juan Hill, is something never to be forgotten. It is breathless. It is the epitome of valour and adventure. It is an inspiring lesson in patriotism and manhood.

There is humour bound up bodily with this magnificent story, and to Noah Beery and George Bancroft goes much of the credit for characteristics of strength and fun that are as truly native and genuine.

Fred Kohler, the hard-boiled sergeant, gives an able performance. Frank Hopper as Roosevelt is a revelation. Col. Fred Litton as Leonard Wood is every inch the soldier and a gentleman.

The picture is truly a new page in motion picture achievement.

**MOVEMENTS OF STEAMER**

The U. S. S. "Shirley" will leave Amoy for this port on February 15th and is due here on February 18th.

**CHRISTMAS CHARITY  
STAMPS**

**AIR POST ISSUES: SOVIET CHILD  
WELFARE ISSUE**

**PICTURESQUE DESIGNS**

The closing weeks of the year 1929 added further to the annual issues of Christmas charity stamps. Luxembourg contributes an attractive set of five stamps, reproducing in photogravure beneath the designation "Caritas" a portrait of the youngest daughter of the Grand Duke and Duchess, the baby Princess Marie Gabrielle, who is four years old. Printed in two colours and pleasing in appearance, they comprise 10+10 centimes brown and green, 35+15c. blue-green and brown, 75+30c. orange and sepia, 1f. 25c.+50c. mauve and green, and 1f. 75c. blue and black.

The Christmas stamp was to be on sale only until February 1, although they will remain valid for postage up to the end of this year. The 1929 charity-postage stamps from the Saar Valley will be limited to 40,000 complete series of seven denominations—namely, 40+15 centimes, 50+20c., 1f.+50c., 1f. 50c.+75c., 2f.+1f., 3f.+2f., and 10f.+8f.

It is understood that they are handsomely printed by the heliogravure process, but no details of the subjects of the design (or designs) are yet available. The Soviet also issued child-welfare stamps last Christmas, for the third year in succession, in denominations 5, 10, and 20 kopecks, symbolizing Agriculture and Industry.

**AIR MAIL INFLUENCE**

The number of new air post stamps that has appeared during the past year illustrates the growth of air mail services in many parts of the world. Fresh varieties are from Albania, Hayti, and Mexico, while others are foreshadowed from Guadeloupe and Chile. The Albanian issue takes the form of the original air post stamp of 1925, depicting a Junker aeroplane arriving at Tirana, the capital, brought up to date by a roughly applied overprint in red or black reading "Mbr. Shqiptare" (Kingdom of Albania). The printing is declared to be restricted, amounting to little more than 1,000 copies of each. Still more limited is the edition of a provisional set of stamps for 1929 on official communications dispatched by air in Mexico, comprising only 600 pieces of the "Centavos" values and 78 of the 1 peso. These stamps are remainders of the obsolete Pan-American Postal Congress series of 1926, adapted by overprinting in three lines with the inscription "Habilitado—Servicio Oficial—Aero."

Two propaganda stamps were to be sold in this country during air mail week (December 10 to 16) of the face values 20 centavos and 1f. 75c. of the 1 peso. These stamps are remainders of the obsolete Pan-American Postal Congress series of 1926, adapted by overprinting in three lines with the inscription "Habilitado—Servicio Oficial—Aero."

Young lady: "Do you know, I often wonder why a ship has to weigh its anchor every time it leaves port?"

Friend: "Well—er—the weight is constantly changing, you know, because of the—er—binnacles and—er—things that accumulate on the anchor!"

Soprano: "Did you notice how my voice filled the hall last night?"

Contralto: "Yes, dear; in fact, I noticed several people leaving to make room for it."

It was an exceptionally hot and humid day, and Pat laid himself down by the roadside to rest.

Presently an old lady appeared, and, looking sadly at the man, said: "Poor man, was it the heat overcame you?"

Pat looked up, cutely, and with an eye to business responded meekly: "I ain't quite sure, Mum, whether it was the blessed eat or the drink."

**EXCHANGES**

**TO-DAY'S QUOTATIONS**

**On London—**

Bank, wire ..... 1/6 1/2

Bank, on demand ..... 1/6 3/16

Bank, 30 days' sight ..... 1/6 3/16

Bank, 4 months' sight 1/6 1/2

Credits, 4 months' sight ..... 1/7 1/2

Documentary, 4 months' sight ..... 1/7 1/2

**On Paris—**

On demand ..... 93 1/2

Credits, 4 months' sight ..... 101 2/3

**On Berlin—**

On demand ..... —

**On New York—**

On demand ..... 36 1/2

Credits, 60 days' sight ..... 38 1/2

**On Bombay—**

Wire ..... 101 1/2

On demand ..... 101 1/2

**On Calcutta—**

Wire ..... 101 1/2

On demand ..... 101 1/2

**On Singapore—**

On demand ..... 65 1/2

**On Manila—**

On demand ..... 74

**On Shanghai—**

On demand ..... 78 1/2

30 days' sight (private paper) ..... —

**On Yokohama—**

On demand ..... 74 1/2

Gold Leaf, 100 fine (per tael) ..... —

Sovereigns (Bank's buying rate) ..... 12.55

Silver (per oz) ..... 20 1/16

Bar Silver in Hong Kong ..... Par.

Copper Cash ..... Nominal

Copper Cents ..... 3% prem.

Rate of Native Interest ..... 7% p.m.

Chinese Sub. Coin ..... 24% dis.

Hong Kong Sub. Coin Par.

**LONDON EXCHANGES**

**London, Yesterday.**

Paris ..... 124.07

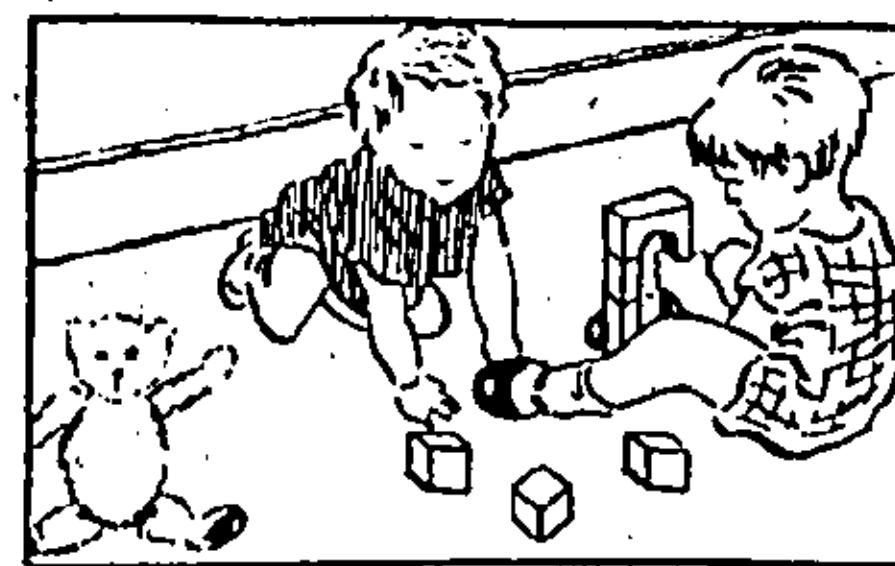
New York ..... 4.865

Brussels ..... 34.905

Geneva ..... 25.195

Amsterdam ..... 12.12 1/2





# CHILDREN'S CORNER

## TALES FOR CHILDREN

## THE THREE STATUES

## SOME RIDDLES

**"MUMMY'S STORY"**  
"Mummy tell us a story, because it's Christmas time and we've read all our old books", said John and Priscilla, and Baby Mollie said, "Story", and went on playing. She didn't really call for stories, you see, for she was too young to understand them.

"What shall I tell you?", said Mummy as she settled herself on the couch.

"Tell us a Christmas story," they answered, cuddling beside her, and this is the story Mummy told them.

"Far away in the land of ice and snow, Father Christmas lives in the wonderful pine tree forest in his lovely house of shining white snow, and with him live all the pine tree fairies who help him all the year to sort out the parcels of toys that come from far over the sea from the Land of Broken Toys.

"Now the pine tree forest isn't just an ordinary forest, for each pine tree is really a Christmas tree, and on each branch there is a little candle burning and each of those candles has a name. There, is John, and of course Priscilla, and Baby Mollie, and Michael has a candle, and so has Neil, and every little boy and girl in the world, for there is a special little fairy who goes round to all the Christenings and sends a message to Father Christmas, and he lights a new candle each time and puts a name card on it.

"And let me tell you that it's from watching how the candles behave that he can tell how you children are behaving, for when you're very good the candles burn very brightly, but, when you're naughty the candles are naughty too, and splutter and simply won't burn nicely.

"Pine tree fairies are not a bit like other fairies, they are working fairies, and only have a holiday at Christmas time for, as soon as Christmas is over they have to start all over again, sorting toys, tend-

An Indian king once received another king as a present of three statues that seemed alike in outward appearance, but, thinking there must be some hidden menace in so strange a gift, he consulted the wise men of his court, most of whom were unable to give any explanation.

One of the sages, however, would not give up the puzzle, and he studied the images very carefully, with the result that he at last discovered small holes in the ears of each. Taking a thin wire, he inserted it into each of them. In one statue the wire came out of the mouth, in another it went right through the head, and came out of the other ear, and in the third image the wire did not come out at all, however far it was pushed in.

The wise man, thereupon declared that he had discovered the meaning of the three images. The last one represented the finest type of man, who retained what went in at his ear; the second image represented the ordinary man, who let out at one ear what went in at the other; and the first image was the worst type of man, who, without hesitation, let out of his mouth all that entered by his ear.

ing the forest of pines, and keeping the candles burning. And they don't dress a bit like other fairies either, but wear little warm velvety dresses, very long with long sleeves all edged with soft white fur.

"On their golden heads they wear little, white, fur caps, and even their shoes are edged with fur, and their wings are very big so that when it is specially cold they can wrap them round their shoulders like a lively shining cloak."

"Oh, Mummy, what a lovely story," cried John and Priscilla, "do you think you could draw us a pine tree fairy?"

"I expect so," said Mummy, and she did.—*Straits Times*.

When is an iron bar like a bad coin?—When it is forged.  
Why is 10,000 a bad number?—Because it is naughty (naughty).

What does an artist like to draw best of all?—His salary.

When is a bill like an old chair?—When it has been received (received).

Why is the letter E the most important in the alphabet?—Because it comes before everybody and everything.

Which tree takes longer to grow than an oak?—The sloe (slow).

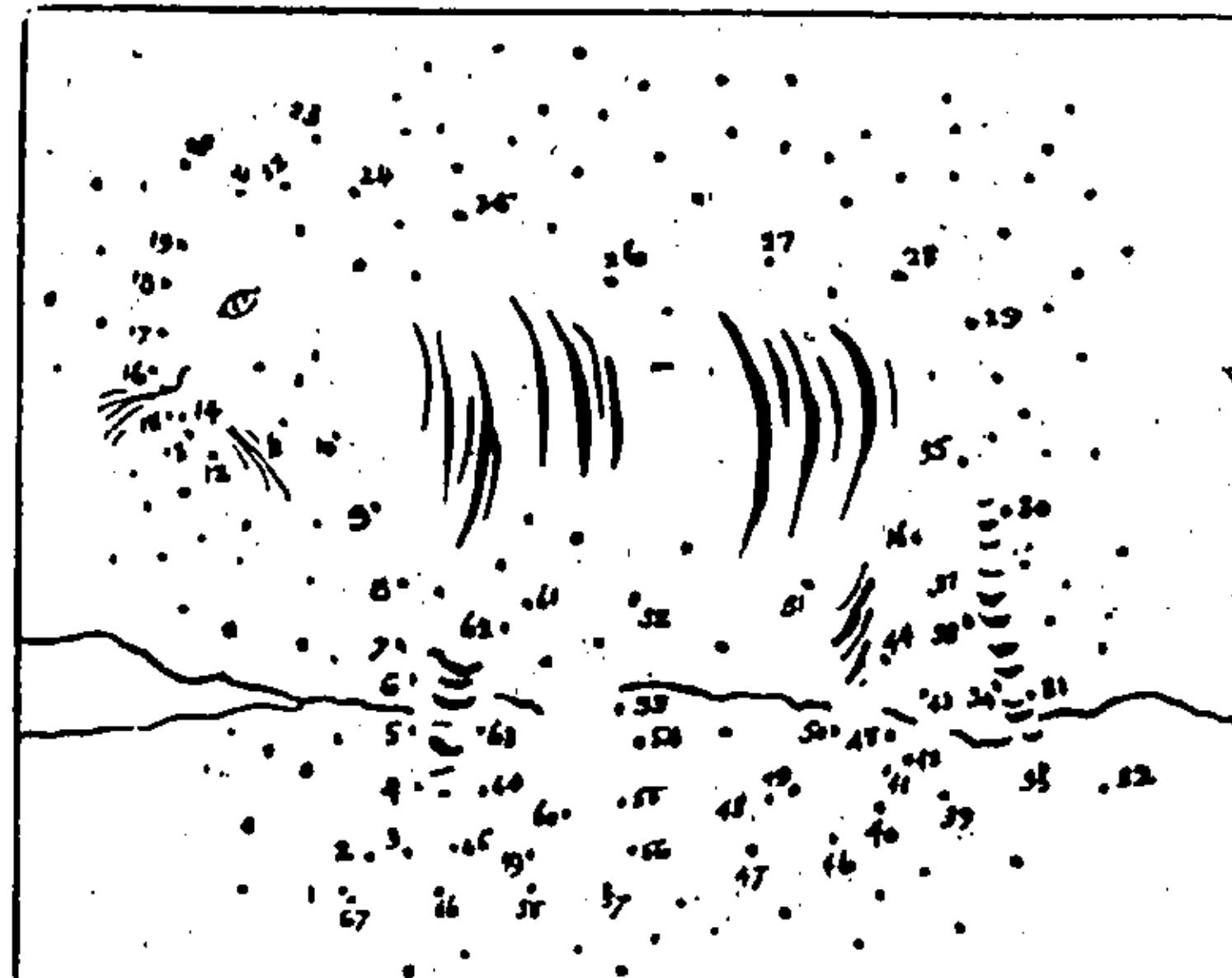
Why is a miserly man like a person with short memory?—Because he is always for getting.

What is in visible (invisible) yet never out of sight?—The letter I.

Why is pen-making a dishonest trade?—Because it makes people steel pens and assures them they do write.

What never closes its mouth?—The river.

## OUR ZOO PUZZLE



Our artist has just completed a picture of a well-known animal. To find out what it is, draw a straight line from the first numbered dot to the second numbered dot and so on in order, starting at No. 1 and finishing with No. 67.

## WHO STOLE THE BIRD'S NEST?

To whist! To whist! To whee!  
Will you listen to me?  
Who stole four eggs I laid  
And the nice nest I made?  
"Not I," said the cow. "Moo-oo!  
Such a thing I'd never do;  
I gave you a wisp of hay,  
But didn't take your nest away.  
Not I," said the cow. "Moo-oo!  
Such a thing I'd never do!"

To whist! To whist! To whee!  
Will you listen to me?  
Who stole four eggs I laid  
And the nice nest I made?

"Not I," said the sheep. "Oh, no!  
I won't treat a poor bird so!  
I gave wool the nest to lie;  
But the nest was none of mine.  
Baa! Baa!" said the sheep. "Oh, no!  
I won't treat a poor bird so!"

"Chir-a-whirr! Chir-a-whirr!"  
All the birds make a stir.  
Let us find out his name!"  
And all cry. "For shame!"

"I won't rob a bird,"  
Said Little Mary Green.  
"I think I never heard  
Of anything so mean."

"It is very cruel, too,"  
Said Little Alice Neal.  
"I wonder if he knew  
How sad the bird would feel."

A little boy hung down his head  
And went and hid behind the bed.  
For he stole that pretty nest  
From poor little yellow breast,  
And he felt so full of shame  
He didn't like to tell his name.

## GAMES & TRICKS

### A CATCH

Some boys are so smart they can do everything—in their own minds. And it is a pleasure at times to call their attention to the fact that they may be puzzled even by simple tasks. Next time you are on such a mission try this effective catch. Place one match over another on the table and then challenge the clever boy to take up the top match and put it under the other without moving the bottom match. Probably after pondering over the problem some time he will feel called upon to give it up. And when he does, quickly take the match—and put it under the table!

### THE ORCHESTRA

The little ones are always ready for a rollicking game, and the "Orchestra" will be loudly acclaimed. The players form in a large circle, and the leader assigns to each one an imaginary instrument he or she is to play in the band—imitating the performance both with hands and voice. The leader hums a lively air, the players joining in with their instruments.

The players should keep a sharp look-out on the leader, who, at intervals, will assume the work of one of the bandmen, and then the player to whom the instrument belongs takes up the imaginary baton and conducts until the leader gives up that particular instrument. Should any player fail to fill the conductor's place he or she must pay a forfeit. Of course, the more unexpectedly and rapidly the conductor changes the greater the success of the game.

### "RUNNING THE GAUNTLET"

"Running the Gauntlet" means to run between punishment or criticism from all sides. The reference is to a form of punishment common among sailors. If a companion had disgraced himself, the crew, provided with gauntlets or ropes' ends, were drawn up in two rows facing each other, and the delinquent had to run between them, while every man dealt him in passing as severe a chastisement as he could. Schoolboys when inflicting this punishment generally make use of their towels, damped and knotted at one corner. A man who is criticised by the public is said to "run the gauntlet."

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## LEPER BOYS & GIRLS IN SCOUT WORK

### GREAT INTEREST AND ENTHUSIASM SHOWN

### A WONDERFUL CHANGE

Mr. Irving Hart, Deputy Scout Commissioner of the Boy Scouts of America, writing in the Manila Bulletin, gives an interesting account of the work done with leper boys and girls. He says:—

Perhaps it is not of universal knowledge that there are six troops of Boy Scouts in the Philippine Islands, the members of which are all lepers.

And the leper girls also, not willing to be left in the background, have been organized into Camp Fire Girls, there now being three companies, and in the near future additional units will be established. Both of these organizations are now duly registered and have their respective charters from the National Headquarters in the United States.

### Camp Fire Girls

It has been my rare privilege and pleasure to have taken a part in the formation of these leper boys and girls into troops and companies. Something like three years ago at the San Lazaro Hospital the first troop of Boy Scouts was organized. This troop is now officially known as Troop No. 181. Dressed in their new snappy uniforms—which were not furnished by the government—they began to get into action. The girls soon became interested in scouting and a number of them approached me to ask if it was not possible to organize a troop of Girl Scouts. I assured them that it was, but upon investigation I discovered that it was not feasible. I did learn that they could become Camp Fire Girls, and, under the leadership of Miss Fe Almendrala, one of the patients, "Blooming Flowers" Camp Fire Girls came into existence. Miss Almendrala being elected as the Guardian of the Fire. These two organizations, the Boy Scouts and the Camp Fire Girls, were the first to be organized in which all of the members were lepers.

Other leper boys and girls have joined the organization, and the



## LOCAL GIRL GUIDES' ACTIVITIES

### INTERESTING NOTES FROM PACK AND COMPANY

#### WINNING THE TOTEM

(Continued from Last Week.)

(2nd Kowloon Pack)  
Meetings of the Pack for the term began in the middle of September 1928, and for four weeks meetings were run by the two Tawny Owls, Misses I. Glittins and P. Anderson; as the Brown Owl, Mrs. Doyle was away on Holiday.

In October the Pack lost Tawny Owl, Miss Glittins, who left to join the School Guides as their Lieutenant, carrying with her the best wishes of the Pack. Since then the Pack has had only one Tawny Owl.

It was with much regret that in March, 1929, we had to lose the services of our Brown Owl. The splendid work she has done has carried the Pack to the great success of winning the Totem. Mrs. Doyle had wonderful patience and interest in the Pack, and the Pack misses her very much. Miss D. Christian was enrolled as Brown Owl and the work was carried on as before without a hitch.

The attendance at all meetings was excellent and all members were energetic and keen. The work carried through during the term consisted chiefly of 2nd Class tests and preparations for the Brownie Competition in December.

On November 23 the Pack—twenty-eight in number—turned out in full force at Government House for the Annual Competition. The work they had done during the year was fully proven when they carried off the Totem—the most treasured possession of any Pack.

This success had a wonderful effect on the Brownies and after that week they worked even harder and it is hoped that they will again retain the possession of the Totem.

There was never a dull moment during all meetings, and every member worked and played with the highest of spirits.

The traditional Brownie Picnic was held on June 26 which also happened to be the birthday of the Brown Owl. We went to Stonecutter's Island, as arranged by Brown Owl, and there we had a most delightful picnic. The wind was very strong, but the excellent birthday cake was delicious. We thank the members for their help in making the day a success.

## The "Old Scout's" Column.

The fracture of bone, just like the cutting or tearing of the soft tissues, is accompanied by severe shock, and in most cases the part for the time being becomes functionless. Such is not always the case, because though the bone may have been fractured the ends may have been driven into one another in such a manner that it takes considerable force to unlock them. Thus it now and then happens that people have been able to walk or use an arm to perform certain functions, and the limb has later been found to be broken. When the bone broke and the fragments were driven into one another there might have been considerable deformity, and, consequently, it would never do to leave the limb in such an unsatisfactory position; and so the surgeon would be called upon to use sufficient force to disengage the ends before the limb was put up in the correct position.

To bring about this compound condition, known as Bone-Inta, round weights are attached to the limb and by the force of gravity, overcoming and tiring the muscles, and while producing immobility, in just the degree necessary, will permit the broken ends to unite.

One of the main factors in preventing deformity is the pull of the muscles attached to the two parts of the fractured bone. All muscles are more or less in a state of slight tension; and when a fracture occurs the muscles surrounding the injured part tend to shorten and become tense, thereby helping to keep the injured part at rest. This phenomenon can well be seen in a case of peritonitis. The intense pain which the acute inflammation within the abdomen causes to the patient is mitigated by the immobility which the rigidly contracted muscles of the abdominal wall afford. So Nature has her own way of assisting in the process of repair, but her efforts must be guided by the intelligence of the surgeon, who, overcomes these enormous contractions, attaching weights to the limb and by the force of gravity, overcoming and tiring the muscles, and while producing immobility, in just the degree necessary, will permit the broken ends to unite.

The traditional Brownie Picnic was held on June 26 which also happened to be the birthday of the Brown Owl. We went to Stonecutter's Island, as arranged by Brown Owl, and there we had a most delightful picnic. The wind was very strong, but the excellent birthday cake was delicious. We thank the members for their help in making the day a success.

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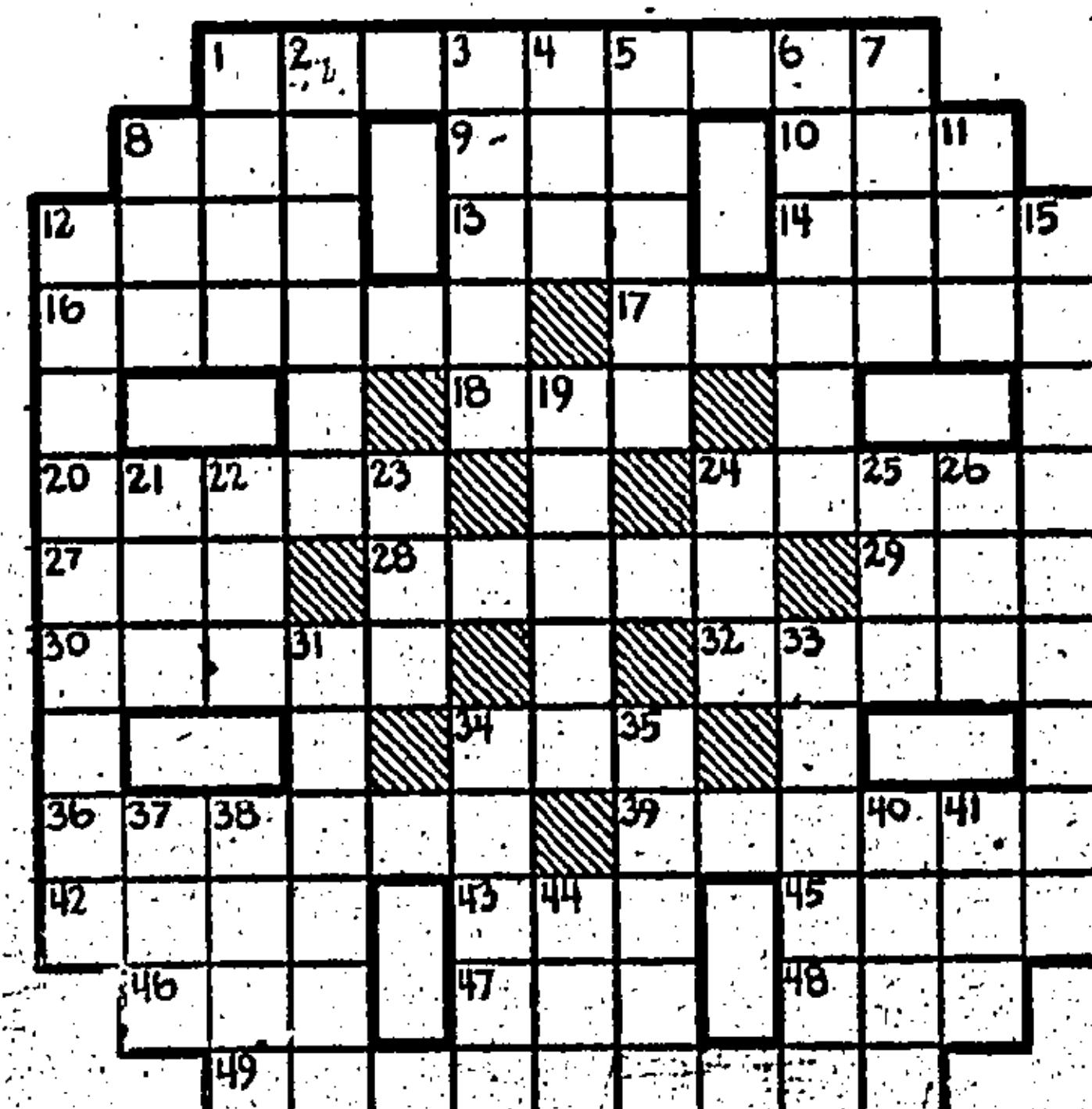
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### DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as *harbor*, *plow*, and *alio*.)



**HORIZONTAL**

1-A general who commands a brigade  
2-Ocean  
3-An Etruscan household god  
10-Roo (Scot.)  
12-Transmit  
13-Masculine name  
14-Feminine name  
15-Specializing to the  
17-Jewelry  
18-To take leave  
19-Lies or leaves at  
20-Exhale  
21-Transmit  
22-Transmit  
23-Transmit  
24-Transmit  
25-Transmit  
26-Transmit  
27-Transmit  
28-Transmit  
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45-Transmit  
46-Transmit  
47-Transmit  
48-Transmit  
49-Transmit

**VERTICAL (Cont.)**

5-Distress  
6-Companions  
7-A shrub of the health family  
8-Acute  
9-Before  
10-Compos  
11-Compos  
12-Mild poison  
13-A leading article  
14-A dance  
15-Over (root)  
16-Granary measure  
17-To rest  
18-Well  
19-Well  
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49-Well

## THE WORLD OF BOOKS

### "MAIL" REVIEWS

#### Pagodas And Palaces

"Porcelain Pagodas and Palaces of Jade," by A. E. Grantham; Methuen & Co., 15/- net.)

This book has several things to commend it. It is a handsome volume, beautifully bound, well printed and excellently illustrated. Most important of all, it is exceedingly well written and ought to prove as fascinating to the ordinary reader as to the connoisseur in ivory, porcelain or jade.

It gives in compact form and straightforward description such information as one usually has to gather piecemeal from encyclopedias and other books of reference. In these two hundred pages a vast field is covered—from the dim prehistoric times of those almost mythical emperors down to modern times—and we have lessons on and news about pottery, glaze, porcelain, wood, bronze, ivory, jade, lacquer, glass, enamel, and silk, surely comprehensive enough for most.

The historical and psychological background governing the development of these crafts in China is skilfully and sympathetically described. Two things are evident, that the author is a Sinologue of no mean order and that this book was to him a labour of love. Not the least arresting feature of this volume are the pungent remarks about the first Europeans who, with their galleons, firearms, greed, and barbarism, swooped down like a swarm of vultures in the astonished eyes going East. These remarks ought to bring a blush to the faces of all fools who talk about civilising the East.

The final chapter, "The Workers behind the Work and Forces Beyond" is a valuable piece of writing which should be read and re-read by all who are interested in China and the Chinese.

### THRILLING STORY OF EGYPT

"The Spine," by Hugh Imber; Hodder and Stoughton, 7/6 net.)

"The Spine" is a thriller from the first page to the last and a book that will especially appeal to men as it is without even one line of love making or sentimentality. The story is based on a campaign by the Egyptians to destroy Britain's power in Egypt. They conduct a series of meaningless murders in Cairo while their real object is to destroy the Suez Canal, and thus break the spine of the British Empire. All attempts to discover the plotters fail until certain clues come into the hands of a young British officer, the principal character in the story. He follows them up and down the Suez Canal from Port Said to Suez and finally into Palestine where he solves the riddle. A story that is well worth reading and will hold you spell-bound to the last page.

### STOPPING WAR

"The Man Who Could Stop War," by William Pennar; Hodder and Stoughton, 7/6)

Howard Bruton, a brilliant chemist, invents a new and extremely powerful explosive which he offers to the British Government through the medium of his uncle, Sir John Bruton, His Majesty's Secretary of State for War. The offer is refused on the ground that present day tendencies lead toward disarmament, and not the production of new horrors. Sir John suggests that Howard turns his activities towards the commercial side and spends a long holiday abroad.

Sir John's private secretary suggests Provence and we next meet Howard Bruton driving Matilda, his old motor car, into that delightful part of France. His antique vehicle attracts the attention of Henry T. Wren, an American motor car king and his young daughter Jenny. Wren is a pacifist and with the advice of his secretary, Orloff, decides that Bruton's invention must be acquired by America in order to stop war. Orloff's motives are not so idealistic and he wishes to obtain the formula in order that his country (Russia) may reap the benefits. Then Bruton's adventures begin and he has a terrible time, before as one expects matters are cleared up satisfactorily.

Mr. Pennar has written a thriller which sustains the reputation he made with "The Black Swan" and "The Scorpion," and we hope for more.

### INTERPORT MATCHES

(Continued from page 13.)

Referee.—W. G. White.  
Linemen.—F.S. Bridges and H.F. Marshall.

### RUGBY MATCH

Shanghai Scores the Solitary Goal

The interport Rugby match between Hong Kong and Shanghai, played at the Canidrome on Friday, was a disappointing affair. The standard of play was very poor and the only score came in the last few seconds of the game, when Meathrel managed to get his hand to the ball in a scramble on the Hong Kong line. The try was converted by a magnificent kick taken by Hubbard from near the touch line and immediately the whistle went for no side, the final score accordingly being:—Shanghai, 5 points (one goal); Hong Kong, nil.

In conversation with players after the match, one gathered that the partially rubbed out Soccer lines were a source of great annoyance to players and referee alike and it is extremely unfortunate that the ground could not have been lined out properly. For instance, there were two lines near one goal post about two feet apart and this caused much confusion. Indeed, it was said by an impartial observer that at least three Hong Kong players could have touched down at the time when Shanghai scored, but were apparently of the opinion that the ball was not over the line. It

actually was over the line but not over the partially rubbed out Soccer line.

The teams lined up as follows:—

Hong Kong.—R. J. Grieve; L. Goldmen, M. D. Scott; G. H. W. Churchill, G. P. Lammet; J. L. Bonnar, J. A. Ross; R. I. Cherrill, A. D. Suttil, W. F. Pears, E. R. West, F. R. Burt, B. P. Massey (captain), Lt. W. B. Maxwell; and E. B. Gammell.

Shanghai.—J. C. Taylor; G. S. McGill, A. Crawford, J. A. Peach, I. E. McGilchrist; E. C. Hubbard, W. D. Neill, R. Browning, A. J. Kane (captain), R. D. K. Silby, J. G. B. Dewar, D. McL. Wheeler, G. S. Chambers, L. F. Payne, and R. Meathrel.

Referee.—Mr. E. S. Barracough.

### The Game

Hong Kong kicked off facing the number board end and Hubbard found touch. From the line-out the forwards bunched and Shanghai heeled. Neill got the ball back in good style to Hubbard, who found touch. Mid-field play continued, with nothing of note. The passing on both sides was extremely poor, being of the lobbing type. In most instances while there was much fumbling and dropping the ball.

The Hong Kong three-quarters at last got away, but Leimmet was tackled by Taylor. Shanghai, as a team, were not tackling low, and there was some breaking through by the Hong Kong backs on this account, but they were not really dangerous at any time. Hubbard was playing a good game for Shanghai and repeatedly put his three-quarters in motion, but nothing came of the movements. There was much scrappy play, with an abundance of knocking on and melees.

Shanghai pressed on and play was taken to near the Hong Kong line and a series of scrums ended in the Hong Kong full-back clearing with a good kick to touch. The Shanghai backs were working hard and putting up a good running and scrapping game which would have paid off on a better ground.

Half-time.—Shanghai, 5 points (one goal); Hong Kong, nil.

The score came in the last minute. Several scrums near the Hong Kong line ended in "meles" and in the last of these Meathrel managed to get his hand to the ball as it rolled over the line, near the corner flag. Hubbard converted with a splendid kick. It was a very poor game to watch, with much scrappy play. There was not one really polished movement in the whole of the game.

Full-time.—Shanghai, 5 points (one goal); Hong Kong, nil.

### MANY THRILLS

"The Muster of the Vultures," by Gerard Fairlie; Hodder and Stoughton, 7/6.)

Mr. Gerard Fairlie has made a great name for himself in the world of thrillers, but it is doubtful if he has ever packed so many thrills into one book as he has done in this his latest. Perhaps he has made a mistake in making his fare too rich, because it means that in the reader's attempt to get to the end much of the plot is missed, but as the book is well worth a second reading that doesn't matter very much.

The Vultures are criminals, the master minds of the underworld led by one man, and dedicated to the upsetting of law and order. Sir William Beandyce, Chief of Scotland Yard with the great influence of his police system is baffled, and it is left for Robin Murdoch, and his French friend Deschamps, to solve the mysteries. How they do it is admirably told, and once the reader begins the story it is doubtful if it will be put down until Robin asks Louella to marry him.

### NOVEL FOR WOMEN

"Females," by Jean D'ewray; Hodder and Stoughton, 7/6.)

Described as a novel for Women about Women the title is perhaps the most striking part because it means the whole book. Some may object to the use of the word but as the majority of the characters are nothing but Females, it was a brilliant idea to call the book by that name.

Lynlie Martan is one of a large number of daughters whose lives are wasted by the influence of a Victorian father. The old saying "When father says turn we all turn" describes the Martan family and the fight against this unnatural position is written in a masterly manner. The family practically breaks up as a result of the domestic tyranny and the life of several of the sisters is described. The eldest sister Lettie appears as dragon preventing Lynlie from making her own way in the world but an accident causes the final break and Lynlie's happiness becomes assured.

The book might be called the history of an unfortunate family, and as such becomes monotonous in parts, but when one considers the freedom of the modern miss it provides a powerful example of the fight females have had for emancipation.

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The book might be called

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# China Mail

ESTABLISHED 1845

HONG KONG, SATURDAY, FEBRUARY 8, 1930.



## LONDON SERVICE.

"HECTOR" 19th Feb. Marseilles, London, Edam & Glasgow  
"PHILADELPHIA" 4th Mar. Marseilles, London, Edam & Hamburg  
\*Sails at daylight.

## LIVERPOOL SERVICE.

"BELLEEKHION" 10th Feb. Havre, Liverpool & Glasgow  
"MENTOR" 29th Feb. Genoa, Havre, Liverpool & Glasgow

## NEW YORK SERVICE.

(with Transhipment at Singapore.)  
Leaves Hong Kong 1st Feb. Arrives Singapore 3rd Mar. Arrives New York 10th Apr.  
"HECTOR" 19th Feb. THE ILUS 3rd Mar.

## PACIFIC SERVICE.

via KOBE & YOKOHAMA.  
"TYNDAREUS" 16th Feb. Victoria, Vancouver & Seattle  
"PROTEUS" 16th Mar. Victoria, Vancouver & Seattle

## INWARD SERVICE.

"AENEAS" 1st Feb. For Shantou & Dairen  
"MENENHEUS" 14th Feb. For Shantou, Moji, Kobe & Yhama.  
PASSENGER SERVICE TO SHANGHAI.

"AENEAS" sails 10th Feb. 5 p.m.  
Also, cargo steamers with limited passenger accommodation at specially reduced fares.  
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## POST OFFICE NOTICE.

### RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Doex, Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

### INWARD MAILED

From Per  
SATURDAY, FEBRUARY 8.  
Manila ..... Oldekerk  
U.S.A. (San Francisco, Jan. 10), Honolulu, President Harrison  
Japan and Shanghai ..... President Harrison  
SUNDAY, FEBRUARY 9.  
Shanghai and Swatow ..... Sunning  
Shanghai ..... Coblenz  
Suez and Straits ..... Aeneas  
Manila ..... President Grant  
MONDAY, FEBRUARY 10.  
Amoy ..... Shirala  
Europe via Negapatam (Papers only, London, January 9) ..... Kutaang  
U.S.A. (San Francisco, Jan. 17), Honolulu, President Lincoln  
Japan and Shanghai ..... President Lincoln  
TUESDAY, FEBRUARY 11.  
Straits ..... Alipore  
Australia and Manila ..... Changte  
Japan and Shanghai ..... General Metzinger  
FRIDAY, FEBRUARY 14.  
Europe via Suez (Letters & Papers, London, Jan. 16 and Parcels, Jan. 9) ..... Kalyan  
U.S.A. (Seattle, January 25), Japan and Shanghai ..... President Cleveland

### OUTWARD MAILED

For Per  
SATURDAY, FEBRUARY 8.  
Straits and Calcutta ..... Taim  
Parcels ..... Feb. 8, Noon  
Letters ..... 1 p.m.  
President Harrison 5 p.m.  
Liangchow  
Registration ..... Feb. 8, 5 p.m.  
Letters ..... 6 p.m.  
FEBRUARY 9.  
Swatow, Amoy and Forness ..... Horan Maru 9 a.m.  
Bangkok via Swatow ..... Kwangchow 9 a.m.  
MONDAY, FEBRUARY 10.  
Straits ..... Bellerophon 2.30 p.m.  
Swatow ..... Hydrangea 2.30 p.m.  
Japan: Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco ..... President Grant (Due San Francisco, March 5.)  
Parcels ..... Feb. 10, 3 p.m.  
Registration ..... 4.15 p.m.  
Letters ..... 5 p.m.  
President Grant  
Registration ..... Feb. 10, 5 p.m.  
Letters ..... 6 p.m.  
Nan Chang 6 p.m.  
Antung 6 p.m.

## KONGMOON MAYOR DEPARTS

### RECEPTION BY CHAMBER OF COMMERCE

#### STEAMER AGROUND

[From Our Own Correspondent] Pakkai, Kongmoon, Yesterday. Mr. Im Pok-kow, the Mayor of Kongmoon city, has departed and his place has been taken by Mr. Leung Cho-ko. A great reception was given to Mr. Im by the Chamber of Commerce and more than 200 representatives of various organisations gave him a tumultuous send-off from a fleet of launches from which firecrackers were discharged unceasingly.

Mr. Li Hoi-wan has succeeded Mr. Chung Hi-cheok as Magistrate of the Toyshan district. Mr. Wong Wai-yuk, Magistrate of Sanwui, has not been permitted to resign.

The s.s. San Nam Hoi, from Hong Kong, has been aground in this part of the West River delta. After China New Year, the Hong Kong steamboats Paul Beau and Charles Hardouin ceased coming here, so that the number of boats between the two ports has been reduced to two each day. Accordingly, passage money has been raised to its maximum.

**Chinese New Year**  
In spite of Government prohibition, Chinese New Year was celebrated here in time-honoured fashion. There was one exception, namely, the Sunning Railway worked as usual instead of enjoying a holiday.

Cargo junks, especially those in the valuable fruit trade, have been held up of late, but passenger town boats have been maintained as usual, excepting of course, for the New Year holidays.

Telephone communication between Pakkai and Kongmoon has now been established.

The bund at Kongmoon and the maloo (road) to Pakkai, including the bridges, have been completed with the exception of the surface paving.

Objection has been taken to the Native Customs building, which is now considered an obstruction—following constructional changes all round—as it is in the way of the road. People of the Sze Yap have petitioned to Nanking for its removal and word has been received that negotiations are being made with the Inspector-General of Customs.

## NAVAL CONFERENCE

(Continued from Page 1.)

proposition in view of their size and cost and of the development of efficiency of air and submarine attack.

#### Aircraft Carriers

The Government would further limit the tonnage and the gun calibre of aircraft carriers, and suggests that ships of 10,000 tons and under should be included in the total tonnage of this category if used as aircraft carriers.

It proposes the reduction of the total aircraft tonnage for the British and United States Navies from 155,000 tons and an adjustment of the Treaty to, say, 100,000 tons and, an adjustment of that assigned to other nations in the Washington Treaty ratios.

It further proposes that the maximum size of aircraft carriers should be reduced to 25,000 tons, and that their age be 26 years instead of 20.

#### Empire and Cruisers

Regarding cruisers, the memorandum recalls that it was assumed during the recent British-American conversations that they should be grouped in one category which, in turn, should be subdivided into cruisers carrying 8-inch guns and cruisers carrying 6-inch guns and under.

It was also assumed during the negotiations that the requirements of the British Commonwealth would be 339,000 tons, divided into 50 cruisers. A final arrangement will be governed by the decision of the conference regarding the limitation in size of units.

The British Government proposes that the existing tonnage limit of 8-inch cruisers should remain at 10,000 tons, and that there should be a tonnage limit for smaller vessels at about 6,000 or 7,000 tons.

It suggests that only a fixed proportion in the latter class should be built up to that limit, and that the life of cruisers should be 20 years.

#### Limit for Destroyers

In regard to destroyers, the Government proposes that the limit assigned should be for leaders 1,850 tons, and for destroyers 1,600 tons, with 3-inch guns maximum for both classes.

The present British building programme of destroyers is for 200,000 tons ultimately, but this can be reduced if the submarine programme of other Powers are reduced, for it is obvious that the size and total tonnage of destroyers must largely depend upon the size and total tonnage of submarines.

#### Submarines To Go?

The Government proposes the abolition of submarine. Its experts feel that the argument that the submarine is an arm solely of defence was destroyed by the experience of the late War, and that in war conditions it is an arm of attack. If abolition cannot

## NANKING - SHANGHAI RAILWAY

### MINISTRY AND £2,000,000 LOAN FROM LONDON

#### NO FOREIGN POSTS

Nanking, Yesterday. The Ministry of Railways has disclosed the following changes on the Nanking-Shanghai Railway:

After the dismissal of the foreign superintendent, a chairman will be appointed by the Ministry to attend to the Railway affairs. Excepting the foreign engineer and accountant who are recommended by the Sino-British Corporation and appointed by the Ministry, other posts (held by foreigners) are to be abolished. During the leave of absence of the engineer, a Chinese member of the staff will act in his stead.

#### £3,500 Renumeration

The Ministry will pay to the Sino-British Corporation a sum of £3,500 annually as renumeration for handling the Railway bonds, but no commission will be further paid for purchasing materials.

It is learned that the Ministry of Railways is negotiating a loan of £20,000,000 with the financiers in London for the completion of the Tung-cheng, Ching-Yang and Chu-Shao Railways, subject to the conditions of 5 per cent. commission on all materials purchased by the financiers.—Canton News Agency.

It is agreed upon by the British Government that the proposals limiting submarines rigidly to defence requirements.

In any case, it will press for the limitation of the submarine to lowest possible limit, and it proposes to urge the revival of the agreement signed at Washington in 1922, but not ratified by all signatory Powers, which would regulate in the interests of humanity the use of submarines against merchant ships.

In regard to auxiliary vessels not strictly entered into the fleet strengths the Government proposes that they should be specified, and that each Government should publish yearly lists of vessels of this class in commission as laid down.

#### Week-End Study

The British memorandum and the American proposals will be studied by the delegation during the week-end.

Mr. Ramsay MacDonald, who had a conversation with Mr. H. L. Stimson (U.S.A.) this morning is going to Chequers, where to-morrow he will entertain the members of the Italian delegation at luncheon.

The Naval experts attending the conference will visit Chequers during the afternoon.

No official meetings have been arranged before Monday, when the First Committee resumes consideration of alternative methods of ascertaining naval tonnage.—British Wireless Service.

## The BRIDGE of SAN-LUIS REY

ERNEST TORENCE  
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ALL-TALKING COMEDY  
CHARLEY CHASE  
IN  
"The Snappy Sneeze"

METROTONE NEWS  
Clog dancing in Holland  
Giants of Toyland  
6 day cycle race.

AT THE  
QUEEN'S  
FINAL SHOWINGS  
TO-DAY  
At 2.30, 5.10, 7.15 & 9.20.

## "THE TERROR"

AT STAR  
FINAL SHOWINGS TO-DAY  
At 2.30, 5.30 & 9.20.

CASANOVA,  
THE PRINCE OF  
ADVENTURERS

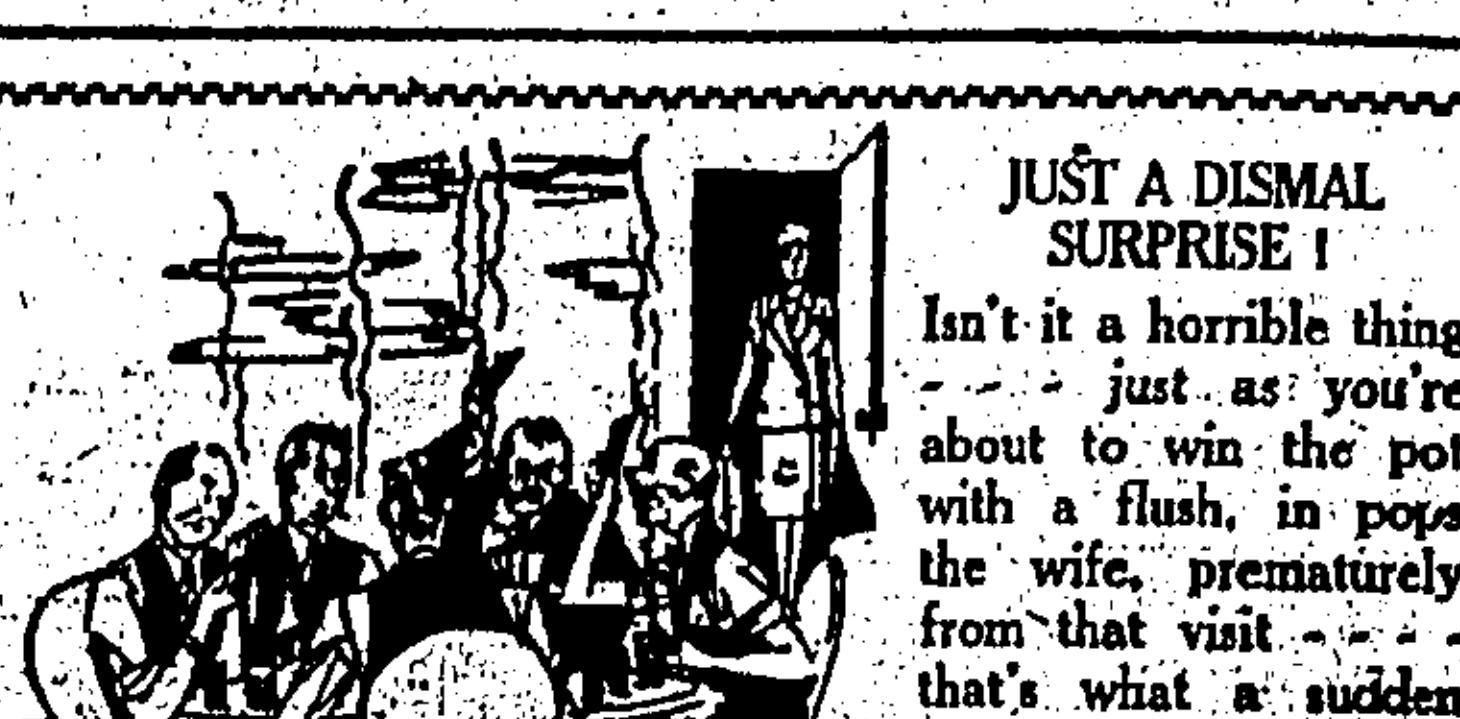
THRILLS — ROMANCE — DRAMA  
ACTION — SUSPENSE!

AT THE  
WORLD  
FINAL SHOWINGS TO-DAY  
at 5.15 and 9.20.  
At 2.30 & 7.15, Chinese Picture, "Adopted SON'S VICTORY."

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SURPRISE!  
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just as you're  
about to win the pot  
with a flush, in pops  
the wife, prematurely  
from that visit  
that's what a sudden  
cold is like — just a  
dismal surprise.

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